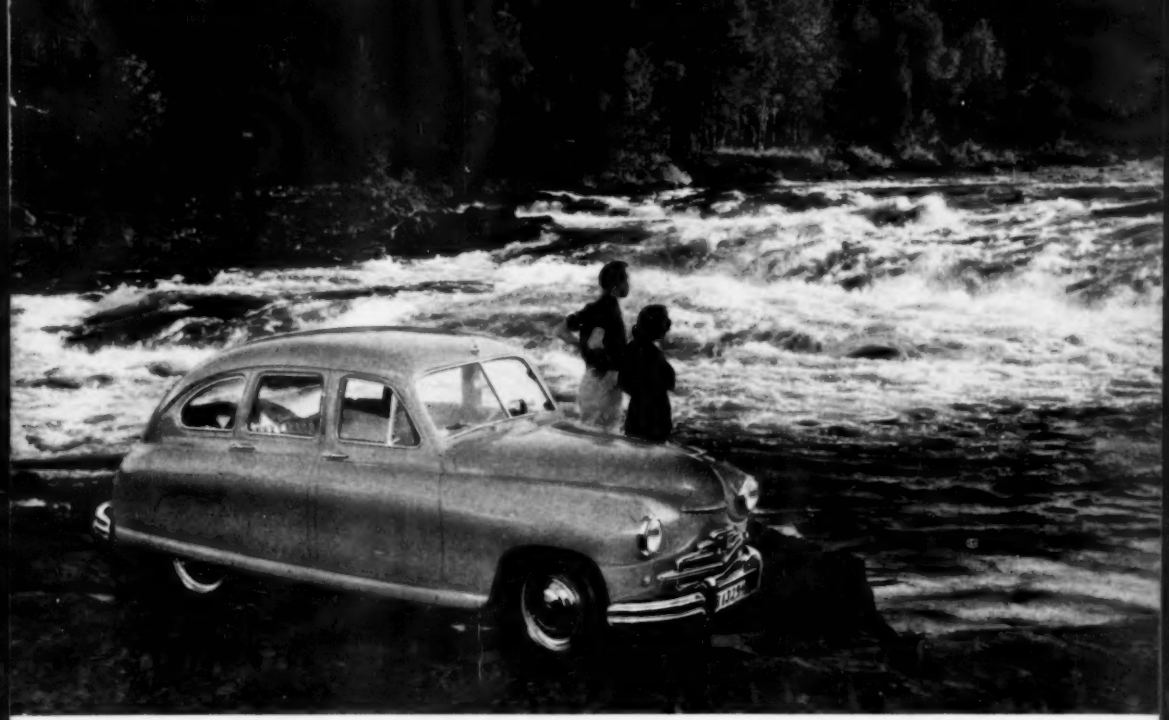
AUGUST 29, 1952

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION



A scene in Dalecarlia, Sweden

All that's best from Britain . . .

Land of mountains, pine forests and swirling rivers . . . . this is Sweden. Here live a people old in the art of producing fine precision tools, pottery and architecture . . . . a people forward-looking and eager to enjoy the best . . . . that is why the Standard Vanguard is a big favourite with them. Built by the finest engineering craftsmen, tested under the most arduous conditions it is a car that truly represents 'all that's best from Britain.'

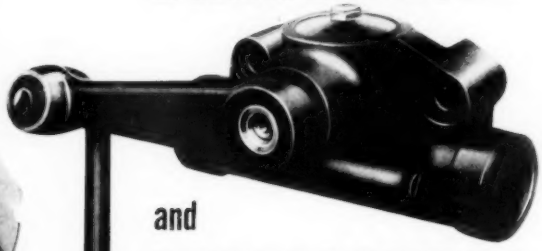
Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND.
London: 37, Davies Street, Grosvenor Square, W.1. Telephone: Mayfair 5011

The Standard Vanguard

STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS



FACTORY LINED
REPLACEMENT
BRAKE SHOES



and
REPLACEMENT
DAMPERS

part of the world wide
SERVICE



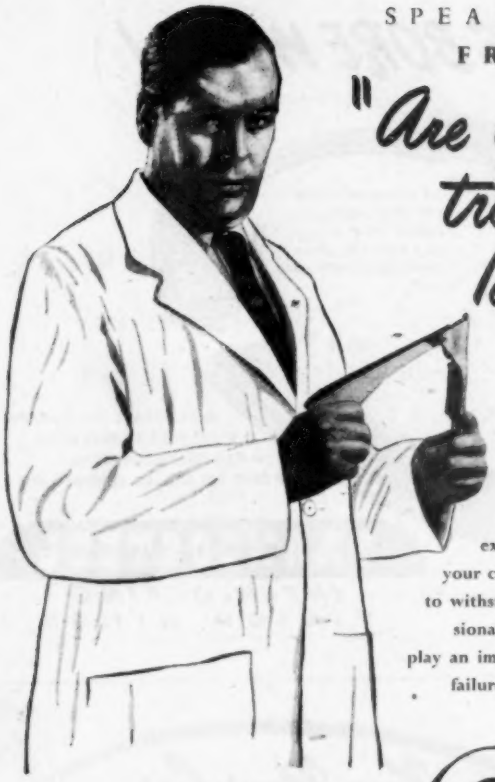
"WARNING"
"Use only Girling/Wakefield crimson brake fluid. The use of alternative fluid will not only render our guarantee null and void but can make your brakes inoperative by destroying the rubber seals."

THAT KEEPS
GIRLING
THE BEST BRAKES IN THE WORLD

GIRLING LTD
KINGS RD · TYSELEY
BIRMINGHAM 11

WAY OUT AHEAD →

SPEAKING OF SAFETY,
FRANK★ ASKS:—



"Are you having trouble with lazy indicators?"

If you are and you're not very careful, somebody will be sending a breakdown van after you one of these days. Your direction indicators must be serviced every now and again if they are to work properly. After all, they're exposed to dirt and rain far more than most of your car's equipment and they need oiling and cleaning to withstand it. The bulbs and bulb contacts need occasional inspection, too. Don't forget your indicators play an important part in safe driving and any jamming or failure to operate might land you — and others — in serious trouble.

★
We have selected Frank as a typical example of a seasoned garage hand who knows the answers. For twenty-five years or more, he has been keeping an eye on his customers' electrical equipment and he has driven and serviced almost every known make of car.

OLDHAM

The Battery with Power to Spare

NEW! 12-POINT ROAD SAFETY SERVICE INTRODUCED BY OLDHAM

At nominal cost — and to prevent accidents due to faulty equipment — many garages will now undertake the following 12 routine inspections:

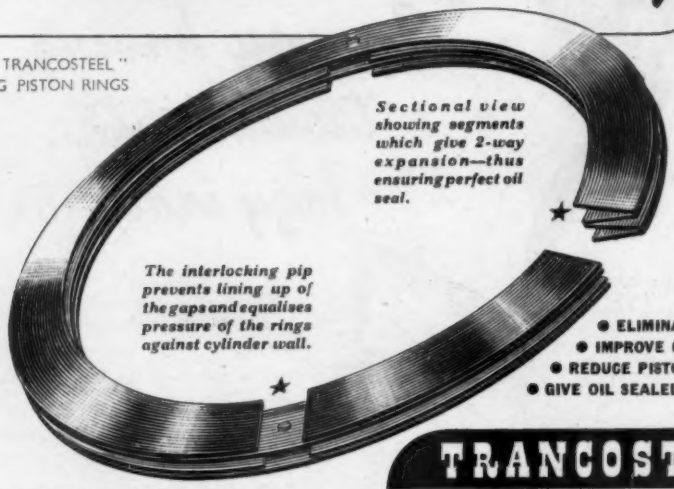
1. Clean battery terminals, top up and test cells.
2. Check all bulbs and renew where necessary.
3. Examine all wiring for loose connections, bad earth returns and frayed leads.
4. Check all contact springs and switches and remove corrosion.
5. Clean head lamp glasses and check dipping mechanism. Check focussing.
6. Check stoplight bulb, wiring and switch.
7. Inspect direction indicators, clean and oil.
8. Check windscreen wipers and clean motor brushes. Lubricate if necessary.
9. Check diaphragm on reed of horn and inspect switch.
10. Examine dynamo, check brushes for wear. Check charging rate, lubricate.
11. Check cut-out and regulator.
12. Check starter brushes, examine connections for corrosion, lubricate.

For safety's sake get your electrical equipment tested NOW!

OLDHAM & SON LTD · DENTON · MANCHESTER · EST. 1865

YOU CAN SAVE OIL & BORE WEAR!

IF YOU FIT "TRANCOSTEEL" INTERLOCKING PISTON RINGS



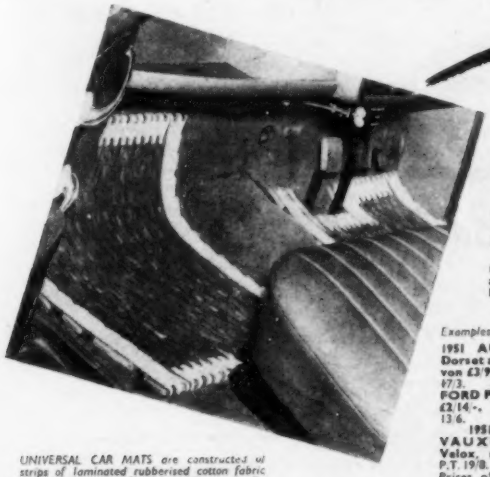
Sectional view showing segments which give 2-way expansion—thus ensuring perfect oil seal.

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

- ELIMINATE OIL PUMPING
- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
- GIVE OIL SEALED COMPRESSION

TRANCOSTEEL
INTERLOCKING
PISTON RINGS

Write for Descriptive Leaflet and name of Local Fitting Agent to:
TRANCOSTEEL PISTON RINGS LIMITED
FARNBOROUGH, KENT.



Keep Your Car SMART inside too!

RUBBER CAR MATS, SPECIALLY DESIGNED FOR MOST MAKES, GUARANTEED FOR 10 YEARS

Keep your car interior smart and neat with a set of these mats. Their attractive appearance can be seen from this photograph of a Triumph Mayflower in which a front set of UNIVERSAL CAR MATS has been fitted.

UNIVERSAL CAR MATS are constructed of strips of laminated rubberised cotton fabric placed with fabric threads running vertically and woven together on galvanised steel wires. These strips are alternatively spaced apart with washers of the same material.

GARAGE INQUIRIES INVITED

Examples of Price

1951 AUSTIN Dorset and Devon £3/9/-, P.T. 17/3. £4/6/3.
FORD Prefect, £2/14/-, P.T. 13/6. £3/7/6.
1951/2 VAUXHALL Velox, £3/10/0, P.T. 19/0. £4/10/4
Prices of other makes and years on application. Single mats or front pairs available if required.

UNIVERSAL MAT CO LTD
TILEYARD RD · YORK WAY · LONDON N.7.
PHONE: NORTH 3453

FREE TRIAL OFFER
TO READERS OF "THE AUTOCAR"

Fill in this coupon (BLOCK LETTERS, PLEASE) and post to THE UNIVERSAL MAT CO. LTD., TILEYARD ROAD, YORK WAY, LONDON, N.7. Tele.: NORTH 3453

Please send me on a week's free trial.

I sign this coupon on the distinct understanding that I am at liberty to return the mats any time within one week of receipt. If retained, I undertake to pay for the mats within thirty days net.

Front pair mats ..... } Please mark here set required.
Back pair mats ..... }
Complete set mats ..... }

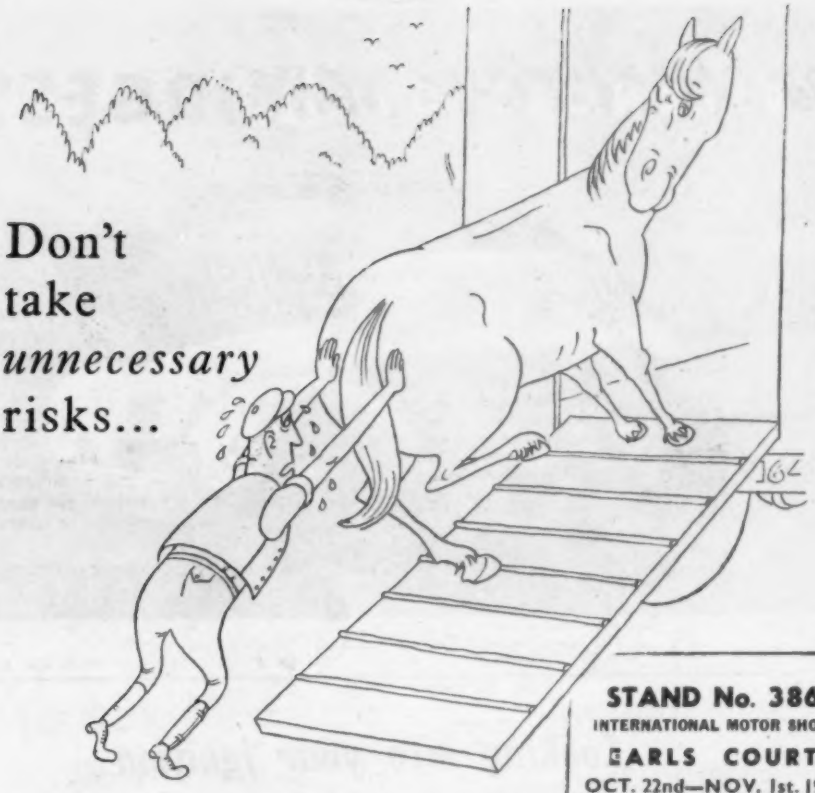
or ..... h.p. ..... Year .....

Signed (Name) .....

Address .....

Date .....

This offer applies to the United Kingdom only.



Don't take *unnecessary* risks...

STAND No. 386
INTERNATIONAL MOTOR SHOW
EARLS COURT
OCT. 22nd—NOV. 1st. 1952



We *do* get a kick out of taking unnecessary risks . . . but is it worth it? Wouldn't it be *so* much better if we gave it a little more thought in the first place? So often it's too late to do anything about it — the risk is taken, the damage is done — and there we are, all up in the air and wondering what to do next. It's no consolation to know that everybody's doing it — someone or other somewhere or other is taking needless risks every day, every month, every season; and speaking of seasons, let's talk about a very superior Spring . . .

WARNING TO MANUFACTURERS: You take unnecessary risks whenever you buy 'cheap' springs of uncertain quality; low initial outlay will never balance the ultimate harm they may do to your product, your prestige and your purse. When you specify "Springs by Salter" you're certain of getting top-flight quality — quality that cuts out risk and guarantees years of highly-efficient, dependable service. Only the best — of materials and workmanship — is good enough for SALTER.

INSIST ON QUALITY

Buy **SALTER** *of course*

Est. 1760



GEO. SALTER & CO. LTD., WEST BROMWICH

M-W. 852



Photograph by courtesy of the Allard Motor Company Limited.

The Allard Coachbuilt Saloon is fitted with a Burgess Exhaust Silencer.

MANUFACTURED BY BURGESS PRODUCTS CO., LTD., SILENCER DIVISION, HINCKLEY, LEICESTER.

Looking into your ignition



The 'ENGLISH ELECTRIC' electronic ignition tester has been designed to enable the garage mechanic to *look into* a car ignition system and to make a complete diagnosis in about ten minutes.

It is the only tester employing a cathode ray tube and shows the exact state of a car ignition system on a screen.

Tests are carried out under working conditions, giving a complete diagnosis of faults and at the same time a warning of pending failure.

Regular ignition tests, using the 'ENGLISH ELECTRIC' electronic ignition tester, ensure the avoidance of ignition breakdowns, improved engine performance and more miles per gallon.



'ENGLISH ELECTRIC'

electronic ignition tester

THE ENGLISH ELECTRIC COMPANY LIMITED · Queens House, Kingsway, London W.C.2

Industrial Electronics Department, Stafford

WORKS: STAFFORD · PRESTON · RUGBY · BRADFORD · LIVERPOOL · ACCRINGTON

17.5

NEWTON
TRADE PRODUCT MARK

are proud to be associated
with the success
of the triumphant

JAGUAR

MONTLHERY
16,851 MILES AT 100.31 M.P.H.
IN 7 DAYS CONTINUOUS RUNNING
breaking 4 world and 5 international
class 'C' records

(Subject to official confirmation)

Yet another example
of the sterling qualities of

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SUSPENSION CONTROL

Congratulations to the Team of Drivers:
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What's IN A NAME?

A good name is won and retained by a consistently maintained standard of Quality. Craftsmen know the value of a tool that bears the good name—GARRINGTONS.



THE JACKDAW

Precision-forged from high-carbon steel. Parts interchangeable. Easy to clean. Two finishes available—black and chromium. Designed for maximum strength and lightness of weight.

Quality—IF IT'S Garringtons HAND TOOLS

GARRINGTONS LIMITED • DARLASTON & BROMSGROVE

SMART... to the very end!

Adding the last touch of perfection to any car, the new "Exhaust-ette" is a highly polished aluminium casting which deflects all exhaust gases downwards . . . thus preventing soot marks on clothes or unsightly exhaust marks on the garage wall. Smoothly rounded with no corners, it is easy to fit and keep clean. It is tailored to conform to the line of the bumper, and gives a very pleasant "burble" to the exhaust note.



The New EXHAUST-ETTE

for most British Cars

When ordering please state make and year of car.

PRICE 24/-

A CLIO PRODUCT

CASTLES

Available from your Service Garage.

Unit Development Ltd., Church Gate, Leicester. *Telephone:* 65251 (4 *lines*)



but the fact is—it's Cromard!

—the chromium plated cylinder liner that is good for 100,000 miles—and more.

"... expressing my satisfaction in the use of your 'CROMARD' liners, which I fitted to my Rover 14, ... and now after 104,000 miles have negligible wear, oil consumption has been very good throughout."
MAURICE G. OWEN, Automobile & Agricultural Engineer, Ryall, Worcs.

Congratulations to Col. Goldie Gardner who once again used a Laystall Crankshaft in his M.G. (International Class E Records).

Sole Concessionaires—
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CROMARD — by — LAYSTALL
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THE OUTSTANDING MERITS OF
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who fit DOVER
as standard equipment.

DOVER LTD., NORTHAMPTON

SAFETY SPRING ARM STEERING WHEELS

THE HOUSE OF ALL SPORTS

JAGROSE MOTOR CLOTHING
FOR UNBEATABLE VALUE
Cash or Easy Payment
PAY AS YOU WEAR!



Example:
"JAGROSE" 4-in-1 Coat. Grey proofed Gaberdine, rubberised cotton waterproof inter-lining, cotton check lining and heavy tweed detachable lining, storm shoulder, knee tabs, close-fitting cuffs.
Gent's sizes 36in. to 42in. (44in. 16/- extra) £7 9 6
Yours for 30/- DEPOSIT & 6 monthly payments of 22/10
Send for a complete list of the many lines of Motoring Coats. All fully described and showing easy payment terms.

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Dunlop, Goodyear, Firestone, etc., in stock. Service and free fitting Euston Road. Carriage extra.

No holes or straps, just clips on in any required position.
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Also the OCTOPUS Expanding Luggage Strap 25/-
Fitted free while you wait.

VICEROY LUGGAGE CARRIER



SPONGE RUBBER CUSHION INTERIOR



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16/6
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Post 1/-
Can be used covered or uncovered.

JAGROSE LATHES. Immediate Delivery
3in. LATHES. Sliding, surfacing, and screw-cutting. Compound slide-rest, 4ft over tail stock. Hollow Mandrel. Complete with set of screw-cutting gears. Carr. extra. Or £7/10/- deposit and 8 monthly payments of 79/1. Each £35.0.0



Special London Agents for the famous PORTASS LATHES

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Brown leather, fleece lined, deep gauntlet, hard wearing. Pair 16/-
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One finger mitt, Sheepskin lined, waterproof 32/6
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Briefly, for the usual £1 entry fee you now get the expert advice of Measham engineers who state the condition of the car and valuers who advise you as to its reserve price.

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★ **The Measham Engineer's Report given in conjunction with the valuation of a vehicle does not include a road test unless the vehicle is delivered to Measham not later than 10.30 a.m. on the day of the Sale. Vehicles that are being valued at Measham on the day of Sale, arriving after 10.30 a.m., will be examined by Measham Engineers but this check-over does not include a road test.**

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(Chairman: G. A. Hill, M.I.M.T.)

Head Offices & Sales Headquarters: Measham, Burton-on-Trent. Telephone and Telegrams: Measham 322.

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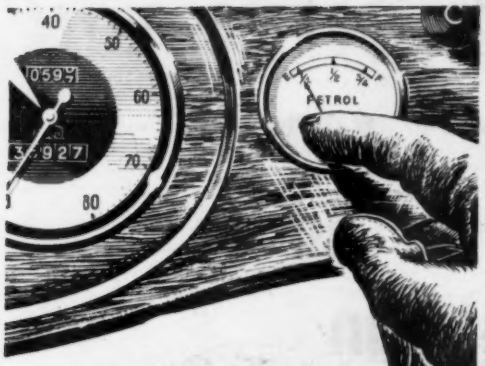
Please send me the 130 pp. Measham Magazine, with latest prices of all used cars sold, and 50 pp. list prices of all post-war cars compared with present day values. I enclose 7/- for current copy / 4 qtr. for annual subscription } Cross out which does not apply.

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Tests prove that Carburol increases miles per gallon and reduces engine wear

Carburol combats petrol wastage three ways: it makes each gallon of petrol go further, it improves engine efficiency — as you know, an *efficient* engine uses less petrol — and it minimizes use of 'choke'. Carburol is only 1½d. per shot and used regularly (1 shot to every gallon of petrol) gives you up to 6% in increased m.p.g. Scientific tests have *proved* this — you can prove it, too. Just say "Carburol first" when you fill up — results will convince you. *Don't be switched to substitutes.* Remember, Carburol is the upper cylinder lubricant *plus* — and that *plus* means more m.p.g. and better performance.

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OFFICIAL Carburol SERVICE DEALER

Carburol is a product of United Lubricants Ltd., makers of Duxtrol super-quality motor, tractor and industrial oils.



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"POP-OUT"

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CIGARETTE LIGHTER

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Remember to ask for

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'SILVER PEAK'

Britain's best

NUMBER PLATES

The number plate with the attractive silver anodised die-cast aluminium characters that look so much better for so much longer—and they won't drop off, warp, crack, chip or tarnish. Ask your garage or write direct to us.



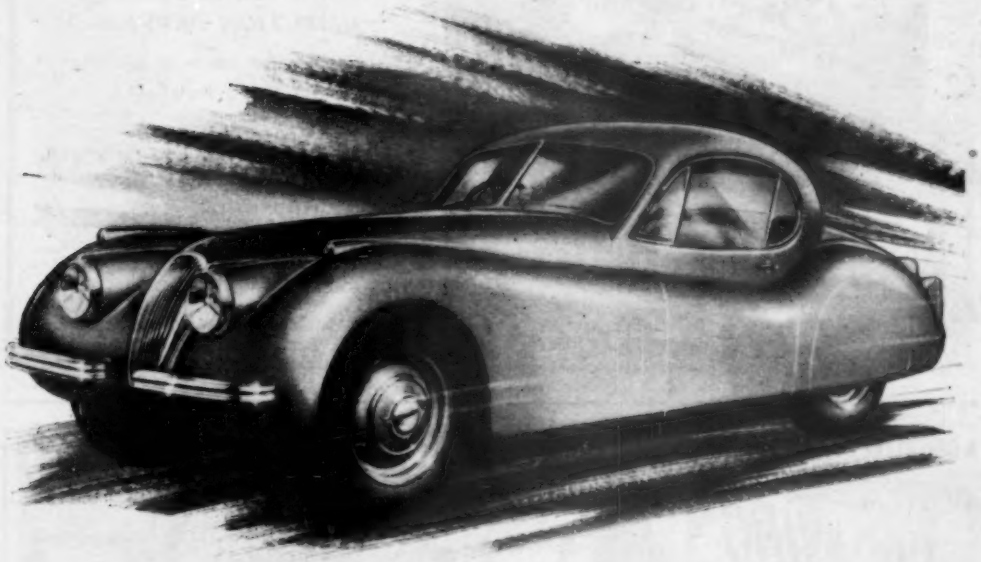
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7 DAYS AT 100.31 m.p.h. (AVERAGE SPEED)



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In supplying the Crankshaft forgings for the XK120 engine, we are proud to be associated with Jaguar Cars Ltd. in the brilliant performance of their outstanding motor-car.

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Spray unit fits every container in the Kit.

As tested by the 'Autocar', Dec. 14th 1951

KIT No. 1A 21/- DOUBLE SIZE No. 2A 35/- with double quantities
Carriage paid in U.K.

CARSPRAY
No. 2 SPRAY GUN.
(For most spraying jobs). Includes container, tubing, valve attachment and directions.
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SPRAYING MATERIALS READY FOR USE.
All items in Kits supplied in any quantity.

CARSPRAY

FOR COLOURED CARS 1C (22/-) and 2C (36/6) KITS with either Pale Green, Mid Green, Grey, Maroon, Blue or Aluminium Cellulose. Can be intermixed for metallic finish or with Black or White (mixing instructions enclosed but matching not guaranteed). 1M (19/-) and 2M (32/-) KITS without finishing coat but with empty container in lieu. All Carriage Paid in U.K.

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LANE ACCESSORIES offer the following unrepeatable bargains in NEW Ex-Govt. Surplus GARAGE EQUIPMENT

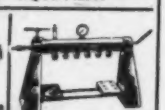


New Ford 8 and 10 h.p. hub and steering drop arm pullers. 15/- each.

New 12v Starter Solenoids 17/6 each.



New Eureka Oil Gauges. 0-100lb. per sq. in. Car dash flush fitting, 2½in. chrome dial complete with fixing clamp, 17/6 each.



SLIGHTLY USED BEN SPARKING PLUG PRESSURE TESTER
Test sperking plugs against leaks, complete with quick release air hose connection, pressure release valve and pressure gauge.
Price £2/5/- each.



New 1in. Wheel Nut Wrenches, complete with tommy bar, 12/6 each.

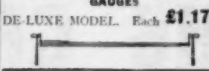
New 1in. Wheel Nut Wrenches, complete with tommy bar, 10/- each.

New ½in. × 12in. Leather Straps complete with buckle, 3/6 per doz.

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New Insulation Tape, ½in. wide in 1lb. rolls. 2/6 per roll.

IDEAL WHEEL ALIGNMENT GAUGES
DE-LUXE MODEL. Each £1.17.6



NEW TWO-WHEELED FARM TRAILERS
Size of body 4ft. 3in. long x 3ft. 3in. wide with 8in. sides. Iron tyred wood wheels 9ft. dia.
£7.10.0 each



New Universal Pliers. 8in. 1/6 ea.; 9in. 4/10 ea.; 5in. 3/6 ea.



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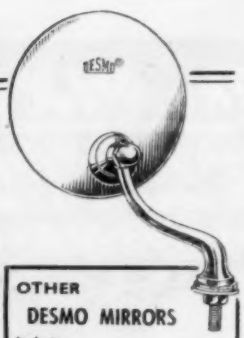
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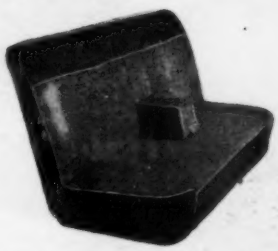
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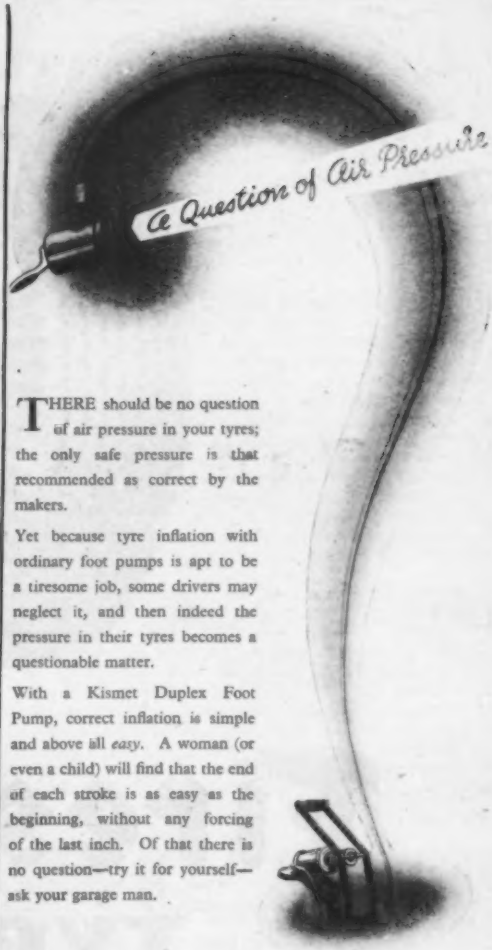
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The Autocar

FOUNDED 1895

No. 2961 FRIDAY, AUGUST 29, 1952 Vol. XCVII

M.P.G.

IT is plain from the article on the following pages that those motorists who desire fuel economy should make quite sure that they are doing all they can to promote it before railing at the manufacturers for building extravagant cars. The phenomenal consumption figure achieved by a member of this journal's staff in winning the recent economy contest was obtained on a 1½-litre production saloon, and handsomely beat the m.p.g. figures of more obviously "economy" cars. Moreover, it would be quite unrealistic to expect the motor industry to pay more than due regard to home market demands, and due regard these days must mean that the export market takes precedence. Overseas, where the British official policy of "Soak the motorist" has not yet found an export market, less emphasis is placed on fuel consumption; for one thing, even when the cost of petrol is high, the tax element of that cost is usually most of the fiscal charge that is made for car usage; for another, there is in more spacious countries a need for performance that makes light of long journeys, and, generally speaking, performance and many m.p.g. are antipathetic.

While it may be agreed that fuel economy is greatly desired in this country, and that car manufacturers should do their utmost to improve it, we would urge all concerned not to accept the present petrol prices as inevitable for all time. The tax on the gallon is iniquitously high at 2s 6d, especially in a world where oil reserves are known to be much greater than was at first thought possible, and if cars were specifically designed for petrol at 4s 4d a gallon it would herald a second era in which British design became strait-jacketed by non-engineering considerations. While superficially good this is fundamentally bad. Moreover, there is the possibility that the American report on the activities of the oil companies may lead to adjustments in prices, for the mysterious "Gulf price" has come in for implied criticism. None the less, fuel economy, *per se*, must always remain a desirable objective.

West Country Tragedy

ONLY rarely in these islands does Nature re-emphasize her power in the form of devastation to man-made structures, involving loss of life, such as has occurred in the West Country. That the flood disaster should have centred on Lynmouth is distressing to the many motorists who know the beautiful stretch of coast that flanks the little town, for, seen on a smiling morning in spring or summer, there is little in the scene to suggest savagery, although the clinging of Countisbury Hill to the steep fringe of Exmoor, with only the nautically unfriendly Bristol Channel on one side, has a precariousness that parallels the ascendancy of man over natural forces. Continual watchfulness is necessary.

It would be superfluous to remind motorists that an area such as this should not at present be made the object of sight-seeing trips; in any case, the authorities have rightly imposed strict regulations in this respect. It will be superfluous, also, to urge them to contribute to the relief fund; the warm-hearted response that has already occurred has shown once again how quickly the inhabitants of this country rally in disaster, and how close the family bonds are fundamentally, in spite of surface differences.

How far the famous landmarks will be changed by the disaster cannot yet be estimated, but the feet of Countisbury and Lynton hills are not likely to resume their former contours. Lynmouth, of course, can never be quite the same in appearance, and many less famous villages in the area must be subject to a similar qualification. Watersmeet, it must be presumed, will have been temporarily reduced to devastation from its usual smiling self, but here the verdure will soon re-clothe the chaos. Some part of the tragedy is owed to the ancient bridges which acted as dams to the unprecedented water-flow; it must be seen to it that the replacements have greater capacity.



The Jowett Javelin with which the author won the "News Chronicle" Fuel Economy Contest, organized by the Cheltenham Motor Club. The car ran at 67.8 m.p.g. over an 828-mile route, through the Midlands, Wales and the North. The grilles had to be completely blanked off to conserve engine heat.

FUEL ECONOMY IMPLICATIONS

Consumption Could be Heavily Cut if Manufacturers and Car Buyers Were Sufficiently Interested

By GORDON WILKINS

IT is always a chastening experience for a journalist to find out how little attention is paid to what he writes. Having written two articles in *The Autocar* in the past year to explain in detail the mechanical modifications and driving technique by which extreme fuel economy can be achieved, I then put my own advice into practice and won the *News Chronicle* National Road Fuel Economy Contest with an average of 67.8 m.p.g. for 828 miles in a Jowett Javelin saloon. The reactions of other competitors and the general public varied according to temperament, and the performance has been hailed as anything from a miracle to a swindle. For the benefit of the vast number of inquirers who did not see the previous articles it may therefore be worth while briefly to recapitulate the most useful steps that can be taken to reduce the fuel consumption of a car in everyday use.

First-class mechanical condition is essential. Wheel balance and alignment must be perfect, all possibility of brakes binding must be eliminated and the transmission must be quite free, with unworn universals, and crown wheel and pinion in good condition. The engine will be at its best when it is fully run in and really free, with cylinder bores, piston rings and bearing surfaces nicely mated together.

Unfortunately, the poor quality of fuel available in Britain prevents our making use of the easiest way to improve engine efficiency, by increasing the compression ratio, but it is usually possible to mill the face of the head sufficiently to raise the compression half a ratio without running into trouble. Failing this, the thinnest possible gasket should be fitted. Any detonation that arises when the throttle is fully opened can be controlled by fitting a hand ignition control to override the centrifugal governor. A hand ignition control will often enable the car to pull strongly up a hill in top gear when a change into a lower gear would otherwise be required, and it helps the driver to maintain a high road load, which is the key to maximum economy during the time the engine is in use. Another point on the ignition, which has been fully dealt with in the past, is the use of a high-voltage coil and wide sparking plug gaps, which help towards complete combustion of weak mixtures.

The carburation system naturally calls for special attention. All fuel leaks, however slight, must be cured, and the air filter must be cleaned regularly so that the engine can breathe freely. The manufacturers' carburettor settings are a compromise designed to cater for the needs of the laziest owners, who want top gear flexibility and the minimum of gear changing, and it is nearly always possible

to obtain an appreciable improvement in consumption without any serious loss of performance by putting in smaller jets or, with S.U. carburettors, by changing the needle. The Javelin that I used in the fuel economy contest had standard chokes in its two Zenith carburettors, but smaller jets were fitted.

Lubrication is very important, and many drivers who are seriously interested in economy are now experimenting with lighter oils in the engine and gear box. In cold weather, the drag caused by thick lubricants leads to a considerable waste of petrol, and many cars cover a considerable part of their total mileage without ever warming up the engine and transmission to a point where they are running freely.

Here again, the manufacturers' recommendations have to take into account the careless owner who rarely checks his oil level, but the serious-minded seeker for economy can usually employ a lighter grade with beneficial results. The consumption may increase slightly, and it is most important to eliminate leakages from oil unions, valve covers and sump flanges. I used Shell X100 S.A.E. 10W on the Javelin, and the consumption under economy driving conditions was approximately 2,300 m.p.g. It would naturally rise somewhat with harder driving.

In the gear box, I used S.A.E. 30 engine oil. An oil such as S.A.E. 20 or 30 can be used in most gear boxes, but it is essential to maintain a regular inspection for leaks and to keep an eye on the level in the box. Rear axles present a special problem. Ordinary spiral bevels seem to work satisfactorily on one of the heavier engine oils, provided the oil seals are adequate to prevent oil leakage into the brakes, but with a hypoid axle there is no scope for experiment; the oil must be the special extreme pressure lubricant specified for this type of transmission.

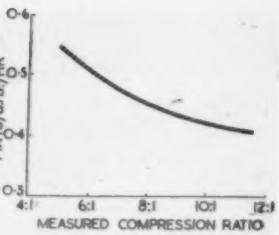
This brings one to another source of loss, the engine cooling system. Now that cars are made with overseas markets in mind, they are often over-cooled in England. If there is no radiator thermometer on your car, fit one, and then blank off the radiator sufficiently to maintain an operating temperature of not less than 80 deg C (176 deg F) at all times. The fan consumes considerable power, and for economy driving at moderate speeds it can sometimes be removed altogether. On other cars it has been found possible to operate satisfactorily with two blades removed from a four-blade fan.

Then there is the matter of tyre pressures. Rolling resistance decreases rapidly as the pressures are raised, and most cars will operate quite happily at pressures 5 to 10 lb per sq in above those recommended by the manufacturers. Indeed, modern suspension systems are so good that much higher pressures can be tolerated, although they are inadvisable in day-to-day driving. On the Javelin in the fuel economy contest the tyres were run at well over 60 lb per sq in, and the ride was so good that it was possible to sleep undisturbed on the back seat of the car.

It All Adds Up

Many of these items may seem trivial, but their cumulative effect is considerable. Yet the full possibilities of fuel economy can never be exploited unless the driver is prepared to work hard at it himself. Driving for extreme economy is really hard work, and I was very tired indeed at the end of 32 hours of it. For example, I always coasted the last few hundred yards into a control point with a dead engine, but other competitors frequently came in with an open throttle, jammed on the brakes and then sat happily blipping their engines while talking to officials. My Jowett, driven normally at an average of 30 m.p.h. and with normal tyre pressures, does about 43 m.p.g. Driven flat out and averaging about 55 m.p.h. on main road runs it does about 25 m.p.g. How, then, can it be made to do 67 m.p.g.? Only by using the engine as little as possible and coasting as much as possible.

A really level road is a very rare thing, as I know to my cost from trying to find one when faced with the need to do some car testing in a hurry. On any journey, there is thus a high proportion of road with a slightly favourable gradient which can be exploited by a freely running car. I find that one can coast up to 50 per cent of many journeys



A curve based on figures by Ricardo which illustrates the reduction of fuel consumption with increased compression ratio. This path to economy is closed to motorists in Britain as long as Pool petrol remains.

and still average 30 m.p.h. This is not an impressive speed, but, in England, it is in my experience quite rare to show a door-to-door average of anything like 30 m.p.h. when travelling by main line express trains, and it is therefore no great hardship to accept such an average speed on journeys of 100 miles by car if the fuel consumption can be cut by 30 per cent, which is quite possible. Most people will leave the engine running while coasting, but even an engine that is idling at tick-over speeds will use up a good deal of fuel over a period of several hours, and in competition conditions one has to switch off every time there is a chance of coasting for any distance, and restart afterwards.

Rapid Cooling

During any prolonged period of coasting the engine will cool down very rapidly, and extra petrol will have to be burned afterwards to warm it up again. This loss can be reduced by fitting a roller blind which can be drawn over the radiator by remote control. On the Javelin I blanked off the whole of the radiator grille and still found that in competition conditions the water temperature never rose above 80 deg C. Prolonged idling in traffic blocks will quickly make the engine boil if the grille is fully blanked off, but the economy minded driver does not tolerate prolonged idling; he switches the engine off.

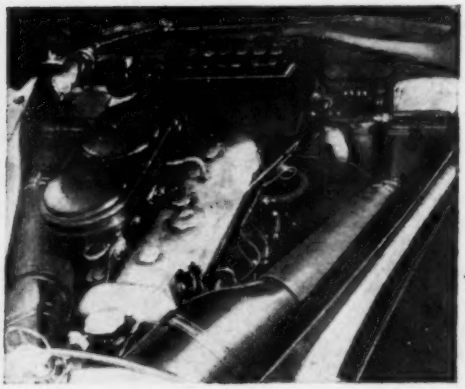
The more interested one becomes in fuel economy, the more one realizes that some of the major features in modern car design tend to increase fuel consumption, not reduce it. We know that economy depends on high tyre pressures, yet tyres are continually becoming fatter, softer, and more squashy, and we are just about to see a further round of increases in tyre sections which will do nothing at all to help the search for fuel economy.

Rolling resistance is also affected by wheel diameter and



Hardly any American event attracts more public interest than the annual Mobilgas Economy Run. Extreme steps are taken to modify the vehicles in this event, and the most fantastic m.p.g. figures are returned. This is the Ford Mainline which won Class A in the last event, and its driver, left, W. Hooks.





Some of the aids to comfort, pleasure and appearance which are fitted to the modern car add considerably to the weight, or, as with the soft "dough nut" tyre, to the rolling resistance. Interior heaters have grown in many cases to a great degree of size and complication. With other electrical appliances, they have tended to increase the size and weight of the battery and dynamo,

IMPLICATIONS OF ECONOMY DRIVING . . . . . continued

tread width. Generally speaking, big wheels have a lower rolling resistance than little wheels, yet the whole trend of modern design is to fit the smallest possible wheels. If you pump up a modern tyre really hard, you save fuel, partly because you cut down the useless work that is normally expended in flexing the tyre walls, and also because you blow the tread out into a convex form that reduces the area in contact with the road. A severe reduction in contact area is undesirable in everyday motoring, because it wears out the centre of the tread too rapidly and may increase the danger of skidding, especially in wet weather. A reversion to high pressure tyres of small section would reduce the flexing losses and also cut the contact area without excessive wear or skidding dangers, but it would mean the complete reversal of modern car fashions and is not likely to occur until the demand for economy is overwhelming. This is not likely to happen while cars are designed primarily for export.

It is the home buyer, paying the heaviest taxes in the world, who is most desperately interested in economy, but cars are mainly built with the export buyer in mind. He is usually a happy individual who enjoys a much higher standard of living than residents in Britain, and whereas he has a passing interest in economy, he is not likely to be prepared to make any great sacrifices in comfort or convenience in order to achieve it.

Everything Laid On

The design features imposed by the lazy driver, who wants maximum performance without effort simply by pressing the throttle pedal, are most clearly illustrated in American cars, on which fundamentally wasteful automatic transmissions are accepted, and very elaborate carburettors are employed. There are pumps linked to the throttle pedal, which squirt great blobs of petrol into the engine to ensure snap acceleration, and there are special jets to provide enrichment of the mixture for maximum power. Drivers in the Mobilgas fuel economy run in the United States, therefore, have to develop an extremely light-footed throttle technique to avoid bringing these amenities into operation. They achieve remarkable results, and, without any freak driving methods, this year's winner in a Mercury averaged 30.5 miles per Imperial gallon. The regulations stipulated normal tyre pressures, and the contest was run over a very difficult route of 1,400 miles, including a dozen mountain ascents up to some 6,000ft, all of which had to be covered at an average of 40 m.p.h.

One of the greatest economy factors in American design, as this contest has proved, is the overdrive, and it obviously has great possibilities on British cars.

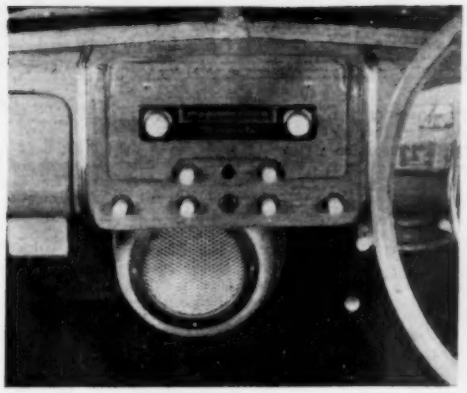
Another valuable item which is due for considerable revival if the demand for economy becomes really great is the free wheel. This takes all the labour out of coasting, and it can pay big dividends if the driver makes full use of it. The other day I drove a perfectly standard Rover 75 saloon for a journey of 100 miles. No preparations at all were made beyond putting up the tyre pressures to 35 lb per sq in, but the fuel consumption with the free wheel in operation was well over 40 m.p.g. at an average speed of 33 m.p.h.

Charging Rates

Apart from the difficulty of keeping the engine sufficiently warm when doing a lot of coasting, the other major problem is keeping the battery charged, and, if coasting catches on, it will really be necessary to consider whether we ought not to drive the dynamo from the transmission instead of from the engine. The correspondence received since this year's fuel economy contest shows that fuel economy is now the major interest of a considerable proportion of British motorists; ultimately manufacturers may be obliged to take note of it.

From the purely competitive aspect, there are still some difficult unsolved problems in running a fuel economy competition, especially when the organizers are confronted with the wide range of cars to be found in Europe. This year, the addition of oil to the petrol was banned in the *News Chronicle* event. This seems to be an essential rule, but it has the effect of eliminating most of the popular German economy cars which have two-stroke engines and depend for their lubrication on oil mixed with the petrol. This oil is, of course, burned eventually, and it presumably provides its quota towards the propulsive effort exerted by the engine. The only solution would therefore seem to be the creation of a separate class for two-stroke cars.

The Cheltenham Motor Club, which ran this year's British competition, tried to give a fair chance to cars of widely differing types, by basing the results on a formula that took into account not only the m.p.g., but also the acceleration over a standing quarter-mile and the seating space of the car. The seating dimensions were based on those used in *The*





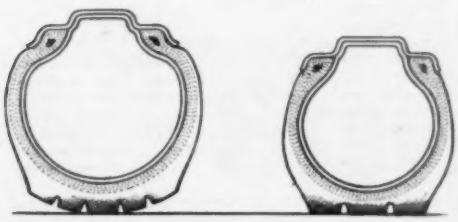
and the resultant large dynamo also absorbs much engine power. Seats are customarily a reproduction of the large, lavishly upholstered suites of furniture used in the home, and trim panels and mouldings, which not only give the interior its luxurious appearance but also deaden sound, are also an appreciable addition of weight.

Autocar Road Tests, but they revealed some surprising variations in the interior trim of apparently identical cars according to the year of manufacture and random variations in the course of production.

The variations were most marked in the little Renault saloons, and the one with the most favourable seating arrangements started with a credit figure on formula which gave its driver the equivalent of 3.8 m.p.g. advantage over one less fortunate owner of a similar car. My winning Javelin carried a handicap of 2.4 m.p.g. as compared with another similar car, although the body shells were identical.

Since the measurements were taken with the upholstery uncompressed, it followed that a car with comfortable seat cushions was penalized against one with thinner and harder cushions, and probably a fairer method for future competitions would be to base the passenger space measurements on parts of the shell such as door pillars, toe-board, the base of the windscreen and the frame of the rear window, which are not subject to such random variations as the seat cushions.

A study of the formula in operation also suggests that it still gives the smallest cars a very considerable advantage. It so happened that by using high tyre pressures and a driving technique that made the maximum use of coasting I was able to record the best outright consumption this year, and probably the only other competitor who used similar methods was a fellow-journalist who won the class for cars with up to three seats, recording 57.8 m.p.g. in a Plus Four Morgan with a 2-litre engine. A study of the final figures reveals, however, that if I had managed to do only 60 m.p.g. with the Javelin, I should have been beaten by the runner-up in the class, a Morris Minor that achieved 63.692 m.p.g. On the face of it, to achieve 60 m.p.g. with a 1½-litre saloon is a much more meritorious performance than 63 m.p.g. in a much smaller 918 c.c. saloon, but despite the credit marks for extra passenger space and superior acceleration it would not have been sufficient to win the event. At first sight, one would be inclined to say that if a 1½-litre saloon can do 67 m.p.g., the baby cars ought to be doing between 80 and 90 m.p.g., but in practice this may turn out to be a much more difficult feat, and further experience may show that the present formula is not so very far out after all.



If the modern big section tyre is heavily over-inflated to reduce rolling resistance, the tread becomes convex and eventually only the centre strip remains in contact with the road. This cuts the rolling resistance still further, but increases the danger of skidding. A reversion to big wheels, with small section high pressure tyres, would cut rolling resistance while preserving an adequate contact area.



Intelligent use of the gear box is an important factor. In the absence of a free-wheel, an item due for considerable revival, coasting will pay big dividends.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Netherlands Diary

AS I was in Northern France during the week beginning August 11 the Sports Editor suggested that I should come on up into Holland with him in order to attend the Zandvoort Grand Prix, and I was glad of the opportunity to revisit the Netherlands, to which I had been only very briefly before.

It seems to me that Holland is left unfairly out of the countries which are instanced as having made big efforts to modernize their road systems, for she has a considerable network of motor roads that are an eye-opener to one whose driving is done mostly in England. I struck the first in the neighbourhood of Breda, from which it runs almost north to Rotterdam. It was night; I was in a strange country, and I felt a little diffident about going on with rain pouring down in the head lamps. Traffic overtook me, roaring steadily along at, I estimated, about 65 m.p.h., and as I grew more used to the conditions I speeded up and followed a van for miles at an indicated 55 m.p.h.

Everything about this road was twenty years ahead of our most modern examples over here (the Dutch were always our commercial rivals) and one realized how such roads make travel safe and rapid and save time and money. The tedious passage through Belgium became a memory (Belgium had been crowded) and we decided to continue to Rotterdam that night, spirits rising.

Breda had been beautifully decorated, for it was celebrating its 700th anniversary, and had seemed to offer a welcome to us as we came over the frontier; the Breda-Rotterdam motor road extended it.

✦ ✦ ✦

Big City

WE crossed the mighty bridge over the estuary across which Rotterdam lies and drew near to the great city. More road surprises awaited us, for there are extensive road tunnels, sodium discharge lit, which give the impression of motoring in a new world. Those under rivers, being of considerable length, were fantastic, with the high-speed traffic literally howling through in the echoing glazed tiles, passing the green repeater light flick-flick-flick, and the tunnel patrol on watch at the centre for breakdowns. Then up again, into the brilliantly lit surface world of traffic, and finally off the ring road and into the city on streets that are as spacious as an aerodrome and flanked by smartly beautiful flats.

Inevitably, at the late hour of 11 p.m., we missed our signs and wandered vaguely for a while, feeling that we must be near the centre of the city. But we ultimately found that we were 6 kilometres distant, after skirting dock basins alongside ships from which came only the sound of generators supplying the lines of port-holes with light. We penetrated farther and found the Hotel Centraal: full up. Was Rotterdam full, we asked? Yes, but the night staff would ring round. And ring round they did, willingly, until they found that we could be accommodated in a small *pension* about a mile away. The porter would come with us as a guide, provided that we could bring him back again. We set off and were welcomed by Mijnheer van der Marion—it was like a home arrival. I drove back towards the Centraal, but our good friend the Centraal porter would not allow me to take him right home. Diffidently I regretted that I could not pay him for his services, having no Dutch currency, but asked him to take two packets of cigarettes. He attempted to refuse but I insisted and we parted after he had reiterated my route.

✦ ✦ ✦

Warmth

BY now you have guessed that we were finding the Netherlanders charming people, and our stay in their country emphasized the fact again and again. Wherever one went the same warmth of welcome was evident. Wherever one went, also, one found that English was freely spoken and that a strong similarity of likes and dislikes between the two peoples existed. In Amsterdam we passed a delightful morning shopping, having sped in from Haarlem on another superb motor road that runs, as straight as a die and absolutely flat, from one city to the other. In Haarlem our good friend Jan at the hotel told us a tale of the Resistance, illustrated by the scars of tommy-gun bullets, that made the blood run cold. For the first time, filling station attendants really *did* clean screen and windows and asked us if we were all right for oil and water.

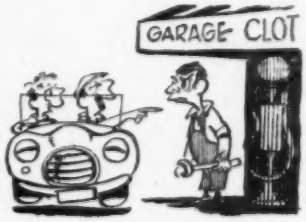
We navigated, as most NL motorists have to do all the time, through occasional narrow streets busy with cyclists who gave way amicably at the sound of the engine, and we searched the landscape with rare diligence for working windmills and examples of the national costume. We even found them in this land of grace combined with modern outlook. But most of all we were impressed by the extent of the motor roads and their thoughtful design. Can you, for instance, imagine a lay-by every quarter mile or so for miles on end? The Dutch have them, each marked with a huge P. After close confinement in Britain's home counties such motoring as these roads make possible is a breath of fresh air.

Town Hall

AFTER the race we were privileged to attend the prize-giving in the town hall at Zandvoort, which has an interior of natural oak panelling above which are paintings in the traditional Dutch manner and excellent photographs of Her Majesty Queen Juliana and her family. A great sheaf of gladioli added a splash of red to the room and the hospitality was outstanding. We talked for a long time about Holland's problems, and those of Britain, to a friend in the Netherlands foreign office, interspersing the serious subject with motoring tales and impressions and comments on the races of the day, and at last left for Haarlem after midnight, coming into the old town to the notes of the carillons from the belfries.

Dutch cities are entrancing, and I am sure that much of their beauty is owed to the canals which are here, there and everywhere. Holland is a country where hard work is accepted, but where hard work finds its reward in efficiency and beauty of services and amenities. We left it the next day with the utmost regret, and recovered from our melancholy only when we traversed the lovely old Belgian city of Ghent, floodlit and productive of an excellent dinner. Incidentally, food in Holland had been superb.

✦ ✦ ✦



Amused.

Insularity

AT the risk of being accused of insularity, I must confess to allowing myself to be amused by anything abroad which looks or sounds strange to English ears. So I am delighted to hear from a colleague that there is a Garage Clot, on the outskirts of Barcelona.

On the credit side, however, the English are prepared to sniff rapturously and romantically on arriving at a foreign port; the identical smell, occurring at home, would be the subject of indignant letters to the town council.

Incidentally, would France still be France without Gaulois?

IN THE PUBLIC EYE...



THIS MAN Hawthorn

Wherever followers of motor racing gather, talk turns sooner or later to Michael Hawthorn... Britain's brilliant new racing star.

Son of a famous pre-war T.T. rider, Michael, who started motor racing last year, caused a big stir in motoring circles when he successfully won the 1951 Ulster Handicap, The Leinster Trophy, The Brooklands Memorial Trophy and many other notable successes. Michael Hawthorn uses and . . .

His victories during the 1952 season include :—

GOODWOOD—EASTER MEETING
Lavant Cup Race—1st Chichester Cup Race—1st

GOODWOOD—WHITSUN MEETING
Sussex International Trophy Race—1st

ISLE OF MAN British Empire Trophy Race—3rd place and class winner

DUNDROD
International Ulster Trophy Race—2nd

SILVERSTONE
British Grand Prix Race—3rd

BOREHAM Formula II Trophy Race (International Meeting)—1st

(Subject to official confirmation)

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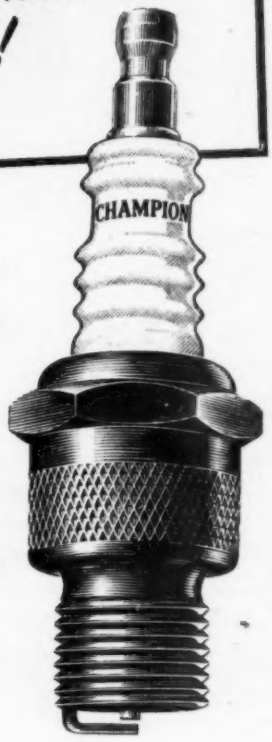
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TYRES ON TRIAL

A Description of New American Methods for Predicting Tyre Performance

By MICHAEL LOBANT

MUCH new information on the tread wear, power loss, and other performance characteristics of automotive tyres has resulted from an extensive investigation now under way at the U.S. National Bureau of Standards. This programme, under the direction of Dr. R. D. Stiehler, of the Bureau's staff, has involved the development of a number of new and improved methods for predicting tyre performance. Through the use of statistically planned experiments, it has been possible to determine the effects of many variables not previously isolated. The results are being utilized in the development of improved specifications for U.S. Government purchase.

With the introduction of synthetic rubber in the tyre industry, large variations in tyre quality have developed. At present, the service life for tyres of the same size but of different make ranges from 12,000 to 41,000 miles. As the Federal Government is spending over 50,000,000 dollars this year for car tyres, large savings would result if they could be purchased on the basis of performance. To provide the necessary data, the Bureau in 1950 began a large-scale programme for the development of tyre testing methods under the sponsorship of the General Services Administration. Studies have also been undertaken for the Reconstruction Finance Corporation in connection with current effort to develop large-size truck and bus tyres made with high proportions of synthetic rubber.

Previous work of the U.S. National Bureau of Standards on tyre testing methods extends back to about 1920, when investigations were first begun to develop objective procedures for evaluating tyres. Because it is composed of other materials in addition to rubber, the tests used for rubber compounds were of little use in predicting tyre performance and serviceability, and it was necessary to work out new methods of test. These early studies led to the development of the endurance test for tyres that is now used in the industry and in the current U.S. Federal Specification for pneumatic tyres. These studies also showed that the variation in power loss among different makes produced during the 'twenties affected fuel consumption by about 10 per cent. Today, with the increasing use of synthetic rubber, differences in power loss are much greater, and the need for reliable methods of relating characteristics to operational performance has correspondingly increased.

Power loss in tyres may be defined as that portion of the effective power produced by the engine which is dissipated in the tyres as heat. This loss is disadvantageous for two reasons. First, it increases the temperature of the tyre. In large tyres, the temperature in service may actually become higher than the temperature at which the tyre vulcanizes; as a consequence, the textile cords and the rubber rapidly deteriorate and the tyre fails. The second disadvantage of a high power loss is the resultant increase in fuel consumption and in the power required of the engine. Since most passenger cars have a surplus of power, an increase in the power loss of a passenger tyre is not serious except, perhaps, for the increase in fuel consumption. However, in trucks, particularly tractor-trailers with as many as 18 tyres, any increase in power loss may have a pronounced effect on both vehicle performance and fuel consumption. The effect is particularly noticeable on hills, where the magnitude of the power loss may determine whether changing gear is necessary.

Recently the Bureau has constructed a machine of special design which measures the amount of power lost in a tyre when load, pressure, speed, tractive effort, and cornering are independently varied. The machine employs two dynamometers. One measures the power required to drive the device, the other the tractive effort, or the power transmitted by the tyre to a steel drum. The power loss is the difference between these two measurements after correction has been made for windage and for power loss in the bearings as a result of friction.



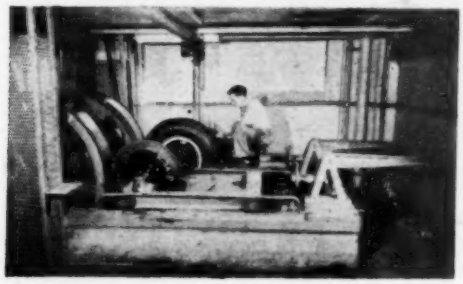
After road-testing in each wheel position, the remaining tread is removed by buffing so that the total tread weight may be determined. Tread life is then calculated from the tread weight together with the rate of wear determined in the road test.

Power loss is found to be influenced by both the composition and the design of the tyre. Because of the large increase in power loss when synthetic rubber is substituted for the natural product, large truck and bus tyres must at present be made mainly from natural rubber. However, efforts are being made to develop more elastic types of synthetic rubber that will have lower power loss.

Hot Work

The flexing of a tyre in service, particularly at elevated temperatures, causes fatigue of the cords and rubber. Both composition and design affect the endurance, but not necessarily in the same way as they affect power loss. Thus, whereas a tyre with a low power loss may not have good fatigue resistance, it is generally true that one with a high power loss will have poor fatigue resistance. This is because of the rapid deterioration that takes place at the high running temperature, which may be considerably above the boiling point of water.

Endurance or fatigue is measured at the Bureau by running the tyre against a steel drum continuously for several days. This test is similar to the power loss test, but an ordinary motor is used instead of



Tyre endurance is measured by running the tyre against a steel drum until failure occurs. Before the start, cuts are made in the tread grooves. The increases in the lengths of the cuts, during the test, provide a measure of the tendency of cuts or cracks in the grooves to increase during service.

TYRES ON TRIAL . . . . . *continued*



Strength and bruise resistance of tyres are determined by measuring the force and deflection at the moment a plunger breaks through the tyre.

a dynamometer as the motive force, and the load on the tyre is increased at intervals. The process is continued to failure for research studies, but is discontinued after a specified time in testing for compliance with the U.S. Federal Specification. Running temperatures may also be measured during the test. A spread in running temperature of 68 deg F has been found in tests on different makes of the same size.

Breaking-point

The energy required to rupture a tyre is a measure of strength and bruise resistance. These properties are determined in a static test in which the rupturing force and deflection are measured at the moment a cylindrical plunger with a rounded end breaks through the crown of the tyre. From these measurements the energy of rupture is computed. If the test is made on a tyre that has been in service, or has undergone the endurance test, the energy required for rupture may be much lower than that of an unused tyre. The difference between the rupture energies before and after use can thus serve as a measure of the deterioration that has taken place. In this way it has been found that tyres made with cotton cords deteriorate much faster than those made with rayon or other synthetic fibres. An accelerated ageing test based on the plunger test is now under development at the Bureau.

When a tyre is poorly designed, or when inferior tread compound is used, cuts or cracks in the tread grooves may rapidly increase with length of service and cause premature failure. This condition is determined at the Bureau in a test that is conducted along with the endurance test. Predetermined numbers and lengths of cuts are placed in the tread grooves before the endurance test, and the lengths of the cuts are measured after the test, to determine the cut growth.

The present test for tread life is based on investigations carried out during the course of the last world war. When America's normal supply of natural rubber was cut off, both civilian and military transportation were seriously threatened. Many substitute materials were suggested for recapping, and the more promising of these were submitted to the U.S. National Bureau of Standards for evaluation. Since there was then no standard test for determination of tread life, a search was made for a rapid and reliable method for measuring the rate of wear of treads.

The tyre industry has been measuring this property by the decrease in depth of the tread grooves. However, the decrease in groove depth does not take place at a constant rate but becomes slower with increasing mileage because of the change in the area of tread in contact with the roadway. Thus, to obtain reliable results from the depth measurements, it is necessary to wear the tyres smooth in long and expensive road tests. At the Bureau it was found that, unlike the decrease in groove depth, the rate of loss in weight is essentially constant throughout the life of the tread. This finding allowed much shorter and less expensive road tests, since the rate of tread wear could then be determined by differential weighings in a small fraction of the miles required by the depth method. The shorter road test, which the Bureau developed as a result of this work, forms the basis for the tread-life test in the interim U.S. Federal Specification now in effect.

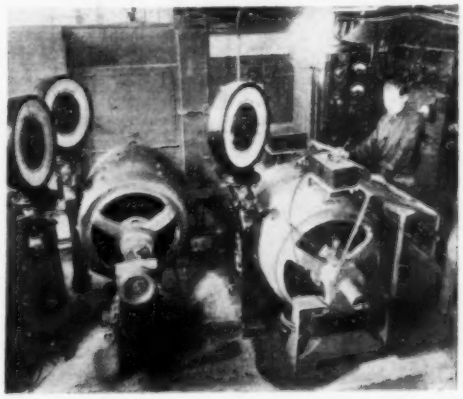
Because of the greater number of variables involved, road tests are much more difficult to control than laboratory tests. Recently the Bureau has developed an improved method of test for tread wear, which utilizes the weight-loss method but also employs a statistical design, based on the latin square, to compensate for differences in the treatment received by each tyre. In this way, differences in wear as a result of use on different test vehicles or in different wheel positions are taken into account. Because of changing climatic and road conditions, tyres are always evaluated to those included in the same road test.

The Bureau is now conducting road tests with a fleet of seven trucks. Four of the trucks are equipped with four-wheel drive; the others have six-wheel drive. The vehicles with four-wheel drive are used in testing passenger and light truck tyres having 15 and 16in rims, and the other trucks are used for truck tyres having 20in rims. At the end of each 500-mile period the tyres are washed, carefully weighed, and transferred to a new wheel position in accordance with a 4×4 or 3×3 latin square design. After each tyre has been tested in each wheel position, the remaining tread design is removed by buffing to determine the total weight of tread. Tread life is then calculated from this weight in combination with the rate of wear determined in the road test. Much new information is being obtained in this way. It has been found that the tread life of different makes of tyre may vary by a factor of 3 or more. It has also been found that rate of wear is influenced by both the type of rubber and the type of "black" used in the rubber, but the power loss is influenced more by type of rubber than by type of black.

Broad Field

In addition to investigations of performance and the development of improved methods for evaluating tyres, the Bureau is conducting other studies, of a more fundamental nature, which directly concern the use of rubber in transportation. For example, a broad programme is under way on the dynamic properties of rubber. The viscous properties of rubber result in power loss in tyres, and this energy loss is dependent on the frequency of vibration. In the Bureau's study, the viscous and elastic properties of rubber are being determined as a function of frequency so that rubber may be used more intelligently in tyres and other resilient products. Other investigations, which deal with the vulcanization and stress-strain properties of rubber, and with the testing and grading of natural rubber, provide information of importance in controlling the quality of rubber used in tyres.

One research programme deals with the properties of rubber at low temperatures. Tyres, belting, or other rubber articles for use in arctic regions or at high altitudes must withstand low temperatures without loss of their characteristic rubber-like properties. Yet most ordinary rubbers lose their elasticity around minus 50 deg C (minus 58 deg F). Pioneering investigations seeking useful low-temperature rubbers were made at the Bureau before the last world war. These studies are now being continued on a more extensive scale, and much new significant information has already been obtained.



Study of power loss in tyres. The tyre under test is contained in the temperature controlled room in the background. The right-hand dynamometer measures power required to drive the tyre and the one on the left measures power transmitted by the tyre to a steel drum.

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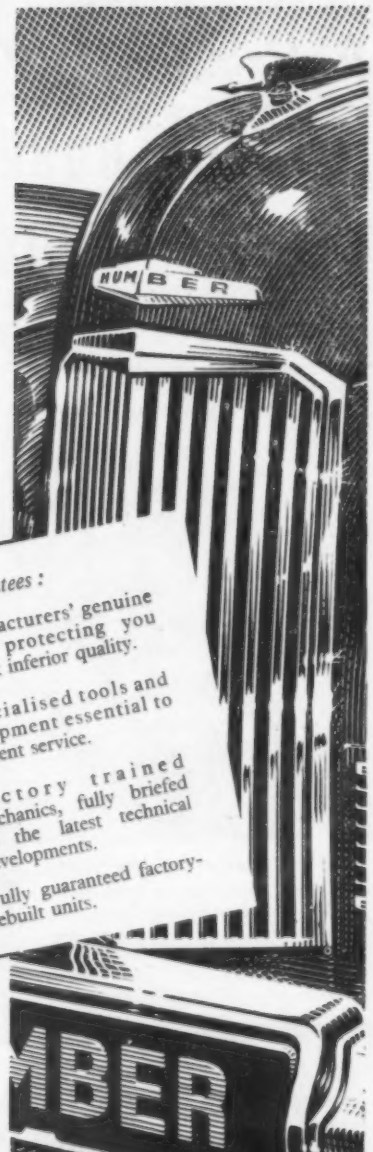
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NEWS and VIEWS

Prize Drawing Display

ARRANGEMENTS have been made for the exhibition in the Midlands of the drawings and examples of handicraft which obtained awards in the recent Drawing and Handicraft competition of the I.B.C.A.M. These will be displayed at the College of Technology, Suffolk Street, Birmingham, today (August 29), tomorrow and September 1 from 10 a.m. to 8 p.m. each day, and in Coventry at the Technical College, The Butts, on September 5, 6, 8, 9 and 10 from 10 a.m. to 7 p.m. daily.

Cheaper Air Ferries

SUBSTANTIAL price reductions have been announced by Silver City Airways, operators of cross-Channel air ferries. New winter rates, taking effect from September 15, include fare cuts of up to 50 per cent. As a result, the cost of flying a car to France will not be very much more than taking it by boat. Flight costs, for instance, from Lympne to Le Touquet will be reduced from £16 to £8 for a Morris Minor, from £20 to £12 for a Standard Vanguard, and from £24 to £16 for an Austin Sheerline. Proportional cuts in vehicle fares will also apply to the longer Southampton to Cherbourg route. The new rates will reduce passenger fares from 45s to 35s on the Le Touquet route and from 75s to 57s 6d on the Cherbourg route.

Danger of Dorking

WARNINGS that a minimum fine of £5 would be imposed on drivers exceeding the speed limit in the area of Dorking, Surrey, and that fines would be even more substantial *pro rata* to the excess speed, were given in court at Dorking on August 21. Sir Tom Eastham, Q.C., the chairman, also said that frequent offenders would be disqualified.

Does Dorking seek to be the Kingston of the present in this matter? Earlier motorists will remember the police persecution that reigned there in the years gone by. Those who know the Dorking district will not wish to dispute Sir Tom Eastham's praise of this beautiful part of Surrey; but also they are aware that in the High Street and other main streets of this pleasant town 20 m.p.h. is about the practicable maximum on most days owing to congestion from parked vehicles. Nor did the chairman of the sessions add, among his threats calculated to keep motorists and their trade away from this town, that, as is probably true, the hunting ground of the local police (of whom 30 were assembled in court to deal with summonses) will be in part on a clear, uninhabited stretch of road, partly twin track, within the Dorking area, which the speed limit was unwarrantably extended to cover not long ago.



The new concrete garage pre-fabricated by Portable Concrete Buildings, Ltd., may be erected by amateurs on any suitable concrete floor. The doors are of light alloy and a side door is available as an extra. (See paragraph below.)

Concrete Sectional Garage

A NEW sectional concrete garage, designed for amateur erection by the owner, has been demonstrated by Portable Concrete Buildings, Ltd., Ironstone Works, East Adderbury, Banbury, Oxfordshire, at their works.

A concrete floor is a prerequisite. On this is erected a structure of pillars to which are dovetailed and bolted the wall slabs, the bolts having large plates under their nuts and clamping the slabs without the need for any particular accuracy in location. Wall and roof slabs, pillars, and also the steel roof trusses, are quite light, and the impression was formed that the strength and skill required for building were well within the scope of amateur labour.

The top wall slabs are pierced for windows, which run all round the sides and back and make the garage well lit. Roof-joint sealing is by Bostik rubber cement, and chlorinated rubber paint in a great variety of shades is available. This paint, with the "clap-board" surface of the walls, should enable the garage to harmonize with its surroundings. The doors are of light alloy, one normally hinged and with a Chubb lock, the other a jack-knife door. A side door can be supplied as an optional extra.

There are five sizes: 12ft long, £59 17s; 16ft, £69 17s; 20ft, £79 17s; 24ft, £89 17s; and 28ft, £99 17s. All are 8ft wide. Within certain areas, delivery is free.

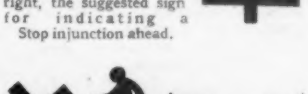
Altogether, the garage appeared a practical one. It can be filled in with cement at certain gaps, such as underneath the eaves, to render it draught-proof and heatable, or left as erected, in which case it can be dismantled and moved to another site should the tenant make a move.

International Road Signs

NEW designs for international use on the roads are proposed by a group of six experts appointed by the United Nations in 1950 to draft an international convention for a uniform system of road signs. The recommendations now go to the United Nations Transport and Communications Committee for further action.



Suggested international signs for level crossing, pedestrian crossing, steep descent and ascent, and, right, the suggested sign for indicating a Stop injunction ahead.



Many of the signs are those commonly in use in Continental countries, although four that are not commonly met with are illustrated. The further illustration is of the symbol indicating "Stop Sign Ahead." This, most motorists would agree, is capable of confusion with the sign recommended for an intersection with a minor road, which is practically the same device, but vertical instead of horizontal. The French already use a similar minor road intersection sign and those who know it will appreciate the possibility of confusion.

Devon Road Damage

A SUMMARY of the flood damage in the North Devon area (see article on pages 1068-1070), issued by the R.A.C. on Tuesday morning, is appended below. It originates from the Devon northern area surveyor's office at Barnstaple:—

1. **Lynmouth, Class I (A39). Class II (B3234) and Non-County (Lynton U.D.C.).** Lyn, Lynmede and Lynorth Bridges. Destruction of roads.
2. **Class II (B3234).** Retaining walls and road surface damaged.
3. **Barbrook, Class I (A39).** Bridge demolished—span 20ft. Opening 50ft. Retaining walls and road damaged.
4. **Cherry Bridge, Non-County (Lynton U.D.C.).** River changed course—cut road. Bridge damaged.
5. **Parracombe Village (Class III).** Road blocked: stream diverted.
6. **Hunter's Inn (Class III).** Bridge destroyed—12ft span. 60ft opening.
7. **Milltown (Unclassified).** Road demolished.
8. **Challacombe, Class II (B3358).** Road badly scoured and piled with debris. Bridge and retaining walls damaged.
9. **Challacombe (Class III).** Road badly scoured by river.
10. **Challacombe (Class III).** Leeham Ford Bridge demolished. Two arches—total 28ft span. Adjoining road scoured.
11. **Newtown-Charles (B3220).** Road cut—opening 50ft. retaining walls demolished.
12. **Newtown-Charles (Unclassified).** Bridge standing, but arches broken—span 30ft. Road scoured.
13. **Hillsford Bridges (B3213).** One bridge demolished, one partially. Road washed away.
14. **Bridge Ball (Unclassified).** Bridge destroyed. River changed course. Hill washed out and road destroyed.
15. **Cheriton Road (Unclassified).** Destroyed in two places.
16. **Brendon Valley (Class III No. 517).** Debris, slips and road damaged. Bridge damaged.
17. **Clamworthy, Meethe and Head (B3226).** Banks and road damaged.
18. **Brayford (Class III).** Retaining wall destroyed.
19. **Lee Mouth (Unclassified) and Lynton District.** Bridge destroyed—40ft span 76ft long. Retaining wall and road destroyed.
20. **Scores Down (Unclassified) and Lynton District.** Bridge destroyed.



Goldie Gardner wipes the blood from his face as he walks away from the car after his accident ; a mechanic is carrying away the damaged right-side rear wheel spat.

RECORD-BREAKING M.G.

Goldie Gardner Once More Visits Utah : Alternative Power Units

WITH his famous streamlined M.G. record-breaking car, Lt.-Col. A. T. Gardner has once more been busy at Bonneville Salt Flats, Utah, U.S.A., and has captured several more international class records and a number of American national class records. Unfortunately, the surface of the famous salt lake was not in very good condition by reason of flooding, and on August 16, after taking several records in Class E (1,501-2,000 c.c.) the car got into a spin at 150 m.p.h. and demolished a marker post. The sign on top of the post fell on the plastic cockpit cover of the car, smashing it and cutting the driver's face slightly, while the engine of the car was damaged, and this put paid to any chances of further records in this category.

However, four days later Goldie went out again with the 1½-litre engine installed, and although the conditions were still far from perfect he succeeded in capturing several short-distance records in Class F (1,101-1,500 c.c.). His full programme, nevertheless, had to be severely curtailed, but everyone will join in congratulating him on the successes achieved and in wishing him better luck next time.

Unlike some of Goldie Gardner's previous attempts when the capacity of the engine has been changed by removing some of the pistons from one basic engine, on this attempt two complete power units have been used. For Class E, a six-cylinder o.h.c. engine was used, while for the Class F runs, a modified M.G. TD unit provided the power. This second unit is similar to that described in *The Autocar* last year, and, very briefly, consists of a four-cylinder TD engine supercharged by means of one Shorrock blower which is shaft driven from the engine crankshaft. The engine is offset in the frame and consequently the differential unit is placed well to the left of the chassis longitudinal centre line. This enables the driver to sit very low and to the side of the transmission shaft instead of on top and astride it as would otherwise be necessary.

Wolseley-derived

For the Class E runs, a new six-cylinder power unit has been used and this will be described in some detail. The engine has not been designed, as it were, from a clean sheet, especially for the record attempt. That would be very desirable for those concerned technically, but much too costly for those concerned financially, as developing an engine of this type is a very expensive business indeed. However, a very good compromise was reached by selecting a likely looking power unit from the Nuffield range and modifying it to the extent necessary to make it suitable for its new job. Even if some completely new castings are used to suit the particular requirements of this type of engine, if some of the standard jigs and fixtures can be used during a number of the machining processes, a considerable saving in time and money results.

The cylinder block casting is similar in shape to that used on the Wolseley Six Eighty, from which the new unit was developed, but one of the essential differences is the arrangement of water passages between the cylinder block and head. It is part of the M.G. policy, where racing engines are concerned, to keep oil, water and mixture

International Class E (1,501 to 2,000 c.c.), standing start

50 kilometres	143.23 m.p.h. (old record, 126.8)
50 miles	147.40 m.p.h. (144.0)
100 kilometres	148.72 m.p.h. (128.1)

International Class F (1,101 to 1,500 c.c.), flying start

5 miles	189.50 m.p.h. (139.2)
10 kilometres	182.84 m.p.h. (138.9)

American National Class E (1,501 to 2,000 c.c.), standing start

25 kilometres	133.28 m.p.h.
25 miles	140.82 m.p.h.
50 kilometres	143.23 m.p.h.
50 miles	147.39 m.p.h.
75 kilometres	146.87 m.p.h.
100 kilometres	148.72 m.p.h.

Flying start

25 kilometres	155.70 m.p.h.
25 miles	155.16 m.p.h.
50 kilometres	155.07 m.p.h.
50 miles	154.95 m.p.h.
75 kilometres	154.98 m.p.h.

American National Class F (1,101 to 1,500 c.c.), flying start

1 kilometre	202.14 m.p.h.
1 mile	202.02 m.p.h.
5 kilometres	200.20 m.p.h.
5 miles	189.50 m.p.h.
10 kilometres	182.84 m.p.h.

(The above records are all subject to official confirmation).

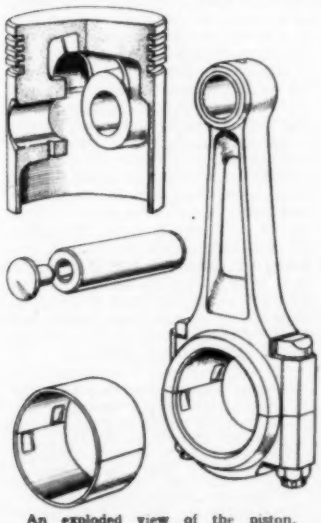
as far apart as possible. Therefore, the new cylinder block is arranged to have no water passages through the cylinder head face, and so one gasket problem is solved. To enable the coolant to pass from the block to the head, external pipes are used.

The layout of the cooling circuit is, therefore, from the bottom of the radiator to the water pump (situated at the front of the engine and belt driven from a crankshaft pulley), from the water pump outlet to the front of the cylinder block, through the cylinder block, passing round all the bores and out at the rear of the block, through a transfer pipe and into the back of the cylinder head. It is then directed forward to cool all the valves, finally leaving the cylinder head at the front. From the front of the head the coolant is piped back to the radiator header tank which is mounted on the scuttle. The return pipe from the bottom of the header tank is connected to the top of the radiator, to complete the circuit. To prevent the possibility of core plugs in the block or head blowing out they are secured by bolted-on straps.

Stroke Reduction

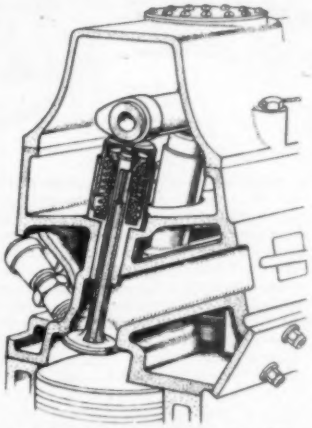
To produce an engine of under 2-litre capacity the stroke has been reduced by 9.5 mm. The dimensions are 73.5 mm bore and 77.5 mm stroke, which gives a capacity of 1,973 c.c. compared with 2,215 c.c. for the standard engine with a 73.5 by 87 mm bore and stroke.

The reduction in stroke has been brought about by the use of a special crankshaft. This component was produced by Laystall and is dimensionally the same as the production crankshaft except for the shorter stroke. It runs in four main bearings which are of the steel-backed white metal variety, as also are the big-end bearings. Not unnaturally, in an engine of this type, where the output is very much above that produced by the standard engine, and also because of the modified stroke, special connecting rods are used. As can be seen from the illustrations, these are of a very sturdy design, and were machined from the solid. The little-end bearings are bushed, and are splash lubricated by means of an oil hole drilled from the top of the rod. Fully floating gudgeon pins are used with pressed-in end pads to prevent their damaging the cylinder bores. The light alloy pistons are well ribbed internally under the crown and around the gudgeon pin bosses. Four rings are fitted, the lowest one being for oil control.



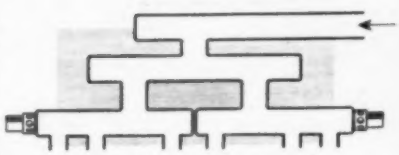
An exploded view of the piston, connecting rod, and fully floating gudgeon pin.

As mentioned previously, the cylinder head to block joint is simplified by the absence of water passages between the block and head; this enables the head to be lapped directly on to the block, or a thin steel gasket to be used, and, further to improve sealing qualities, the holes in the gasket are made slightly larger than the cylinder bores. This results in a small groove between the block and head when the components are assembled, which very quickly becomes filled with carbon when the engine is running, and helps to form a perfect seal.



Unlike the arrangement on the standard engine, the overhead valves are inclined in the head and operated by inverted tappets which slide in guides pressed into the cylinder head. The exhaust valves are sodium cooled.

Unlike the production Wolseley engine, where the tappets are attached to the valves, the single overhead camshaft in the record car engine operates the valves by means of inverted tappets which enclose the valve springs and slide in guides pressed into the cylinder head. Sodium-filled exhaust valves of 1.3in diameter are used to assist cooling; the inlet valves are of 1.38in diameter, and both sets of valves are Stellite-tipped on the tappet face.

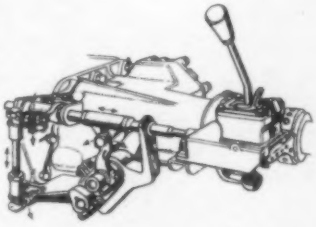


A diagrammatic view of the inlet manifold arrangement used to obtain uniform distribution.

The camshaft is driven by two pairs of skew gears and a vertical shaft, as in the Wolseley unit. However, the special silent drive feature used on the standard engine (the lower vertical-shaft gear is split and one half is torsionally loaded against the other) has been eliminated to prevent any possible variation in valve and ignition timing when working under the strenuous conditions imposed during a record run. Again, on the Wolseley unit the distributor is mounted vertically in front of the engine. In this position it would protrude right through the top of the body panels on the record car, and so the ignition is provided by means of a Lucas magneto mounted horizontally behind the engine and driven through the rear of the camshaft. It is fitted with automatic advance mechanism.

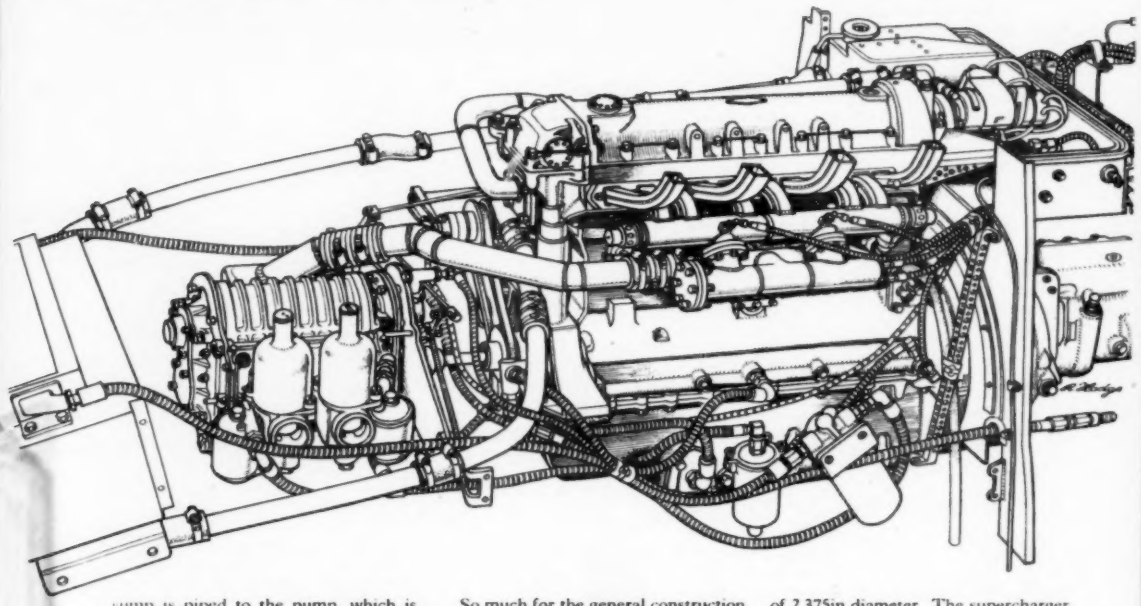
Lubrication

Much has been done to ensure that enough oil at the desired temperature (70 deg C) gets where it is wanted. With the supercharged engine the oil consumption is likely to be higher than with a normal unsupercharged unit, as there are extra components that require lubrication, and to cater for this and other demands brought about by high speed operation, provision is made to replenish the sump automatically while the car is in motion. A float chamber is fitted to the left side of the sump and is fed from an auxiliary oil tank. As the sump oil is used, fresh oil automatically flows in and the correct level is maintained. Oil from the



The side levers normally used in conjunction with a steering column gear change mechanism are coupled to an externally mounted remote control mechanism attached to the rear end of the gear box.

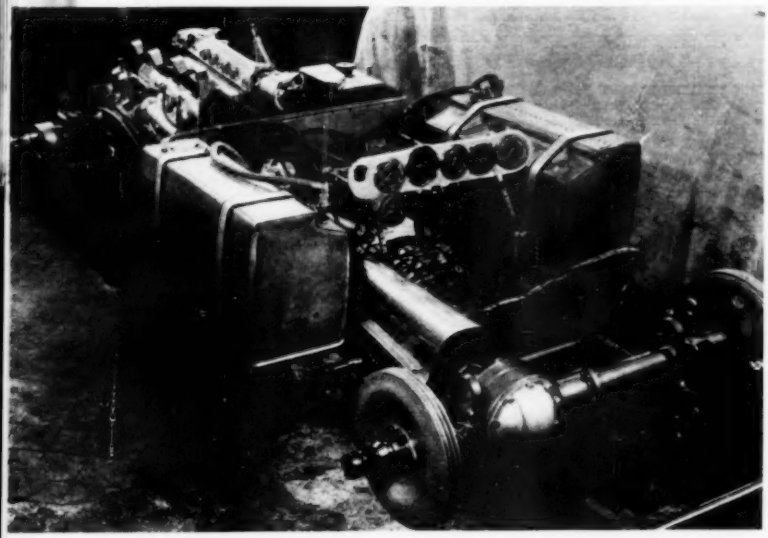
RECORD-BREAKING M.G.—continued



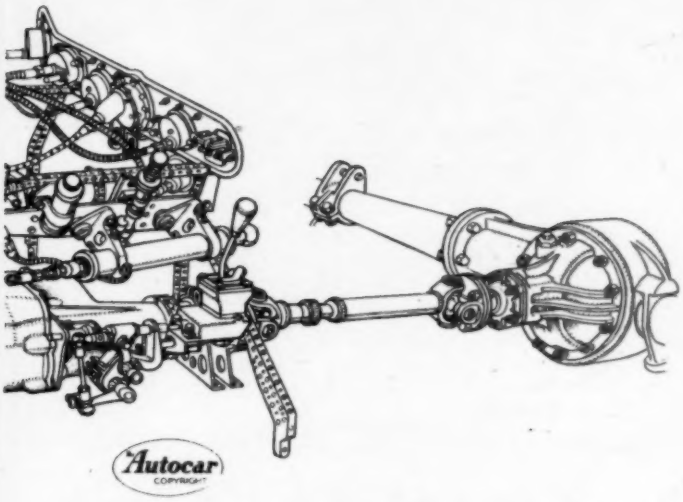
sump is piped to the pump, which is fitted low down on the front of the engine. From the delivery side of the pump it is forced through a full-flow filter, and after passing the filter it flows forward again to the oil cooler, which is placed on top of the water radiator. The cooled oil then travels back through the flexible pipe and into the main oil gallery. A further pipe from the engine supplies oil to the supercharger.

So much for the general construction of the engine. Now comes the all-important problem of getting air and fuel into the cylinders. On this 2-litre power unit this is performed by means of a Marshall (Roots-type) supercharger mounted forward of the engine and driven directly from the crankshaft by means of a short drive shaft with two universal joints; consequently it runs at engine speed. Fuel is metered to the blower by two S.U. carburettors of 2.375in diameter. The supercharger, then, sucks from the carburettors, thereby eliminating the need for float chamber pressurization of the type necessary when the blower forces air through the carburettors. On the other hand, of course, it means that the supercharger has to pass a mixture of air and fuel and not just air.

From the blower a long pipe conveys the mixture to the manifolds. These are somewhat complicated in design and can best be described as an attempt to achieve the one-time popular political slogan of "fair shares for all." The blower feed pipe terminates in a buffer end with a branch which, set at right-angles to the feed pipe, conveys the mixture to the "first tube" running parallel to the engine. This tube, which also has buffer ends, has two outlet branches, and these in turn feed two more tubes, also parallel to the engine, which have three outlet branches feeding into the cylinder head. In section the unit looks rather like a family tree, where the father has two sons who in turn both have three children. Two blow-off valves are fitted to the outer ends of the second parallel tubes, and these tubes also carry the injectors for the Ki-gass starting equipment.



With the body removed the general layout of the chassis components can be seen. Two large saddle tanks are mounted each side of the chassis in a position where they are well within the wheelbase. The driver sits low down to the right of the propeller-shaft, and, again to reduce the overall height, a special type of steering wheel is used.



The 2-litre engine is supercharged by a Marshall blower fed by two S.U. carburettors. To keep overall height of the car as low as possible a scuttle mounted radiator header tank is used and the ignition is provided by a Lucas magneto driven from the rear end of the camshaft.

SPECIFICATION

Engine.—6 cylinders, 73.5 × 77.5 mm (1,973 c.c.). Four-bearing crankshaft, single overhead camshaft, operating valves side by side in the head. 31.88 m.p.h. per 1,000 r.p.m. engine speed.

Supercharger.—Marshall (Roots type) shaft driven from crankshaft; set to produce 8-10 lb per sq in.

Clutch.—Borg and Beck, 10in diameter, dry single-plate, centrifugally assisted.

Gear Box.—Four forward speeds: overall ratios, top 2.8 to 1, third 4.05 to 1, second 6.3 to 1, first 9.0 to 1 and reverse 9.0 to 1.

Final Drive.—Straight cut bevel gears, ratio 2.8 to 1.

Suspension.—Front, beam axle with two half-elliptic leaf springs. Friction-type dampers. Rear, underslung Hotchkiss drive with leaf springs and friction-type dampers.

Brakes.—Fitted to rear wheels only, cable operated; 13in diameter, 1¼ in wide.

Steering.—Bishop Cam steering box, with central swing link and double track rods. Oblong quickly detachable steering wheel.

Wheels and Tyres.—5.25-19in on centre-lock wire wheels.

Ignition.—Lucas magneto.

Fuel System.—Two saddle tanks, 30 gallons total. Fuel supply by means of manifold pressure.

Main Dimensions.—Wheelbase 8ft 3in. Track 4ft (front and rear). Overall length 16ft 5in; width 5ft 3in; height 3ft 6in. Frontal area 9 sq ft.

Weight.—20 cwt approx.

Fuel is supplied to the carburettors by means of two pipe lines from the two saddle tanks, which are mounted well within the wheelbase to reduce to a minimum the effect on weight distribution that is a result of the variation in the amount of fuel carried. The tanks are both pressurized, thereby eliminating the need for a fuel pump when the engine is running. A hand pump is provided to pressurize the system initially, and once the engine is running manifold pressure maintains the flow of fuel.

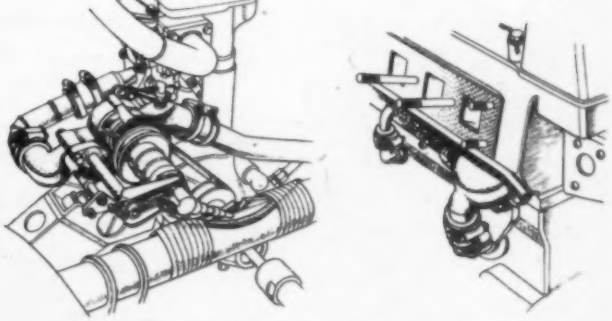
Now the required fuel tank pressure is only about 4lb per sq in, yet for long-distance records the blower is set to produce 8-10lb per sq in. It is therefore necessary to prevent the tank from becoming too inflated. This is achieved by means of a spring-loaded piston valve which automatically cuts off the air (or, in fact, mixture) supply to the tank when the pre-determined pressure is reached.

Centrifugal Clutch

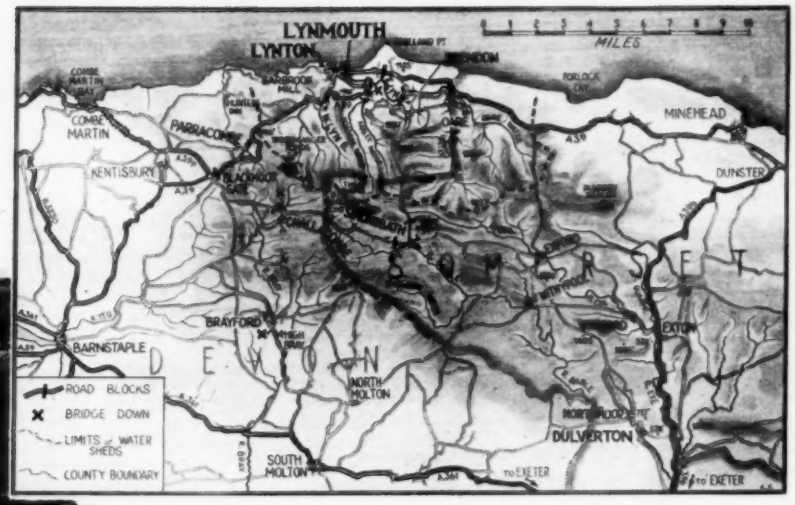
Power from the engine is transmitted by means of a 10-inch diameter dry single-plate Borg and Beck clutch. It is centrifugally assisted to increase its torque-carrying capacity; this is done by arranging for the centrifugal forces caused by rotation to supplement the spring load on the clutch pressure plate. Consequently, for a given pedal pressure at low speeds, the carrying capacity at maximum torque speed can be considerably more than would be possible without the centrifugal assistance. Alternatively, disregarding pedal pressure, a centrifugally assisted clutch will, for a given diameter of plate, transmit more torque (at speed) than the normal type of clutch. This results in a useful saving in weight. The gear box is a modified Wolseley unit, and for use in this car it is fitted with a remote control gear change mechanism mounted externally on the left side of the box and coupled to the levers normally used for the steering column control.

Owing to the very specialized use for which this car is designed (its purpose is to go very fast in a straight line or to lap a very large-radius circuit), its chassis components are very different from those of a present-day Grand Prix car, for example. The suspension is very stiff, and only very small spring movements are permitted. The spring deflection from static laden to full bump position at the front is only 1in, and at the rear 2in of movement are permitted.

To reduce the unsprung weight at the front, the brakes are fitted to the rear wheels only. These are mechanically operated and work in drums of 13in diameter and 1¼in width. Again, because of the particular operating conditions, they are required only to slow the car gradually and not to provide the measure of retardation that is required on a racing car.



The water pump is belt driven by a pulley on the crankshaft. A spare belt is taped to the cross member in a position where it can be quickly fitted. There are no water passages in the cylinder head joint face; consequently a transfer pipe (right) conveys the water from the end of the cylinder block to the cylinder head.



Exmoor watersheds feed a number of converging torrents, which plunge very steeply down narrow valleys from the high ground to the sea. This map shows the three watersheds which caused the flood. Below : A typically steep and narrow valley near Simonsbath.



A Fortnight After

Many Roads Still Closed in Devastated Devon

DETAILS of the tragic flooding of Lynmouth, with its accompanying loss of life and devastation, are now widely known. The more general effect of the floods on this pleasant district of North Devon and Somerset is less generally known, owing to the overshadowing by the greater disaster.

In effect, the enormous quantity of rain that fell on the high ground of Exmoor was despatched to the sea by three main watersheds. To the north, the East and West Lyn rivers and their many tributaries converge to flow through Lynmouth. To the south-east the River Barle flows through Dulverton to meet the Exe and its tributaries two miles to the south. On the south-west, the tributaries of the Yeo meet to flow through Barnstaple, and to the south the River Bray and its tributaries run through Brayford to meet the Taw, which also flows through Barnstaple.

The effect of concentrating such quantities of water into these three outlets can easily be imagined. Most of the villages, Filleigh, Hunter's Inn, Simonsbath, Barbrook, Dulverton, Oare, and Parracombe, to name but a few, are in valleys beside the rivers, and few have escaped damage. It is a tragic experience to visit these places, so full of happy memories, and to see the now pathetically familiar sight of bedding, clothes and carpets hanging out to dry. Most of the villages received no warning of the floods. At Brendon the inhabitants were at one moment looking from their windows at the heavy rain and 14 minutes later the wide valley had become a raging sea, 500 yards wide. This great weight of water was then concentrated into the steep-sided East Lyn river, which, at Watersmeet, joins Farley Water, itself in a similar condition.

As a result the bridges and roads in this valley are extensively damaged. The village of Hillsford Bridge was still cut off on August 22, though a Bailey bridge was being built to replace the bridge that carried the lower road from Lynmouth to Simonsbath. The road that runs alongside the West Lyn is damaged in several places—either broken completely, or cut up into craters by the effect of the water's lifting the surface.



Some of the more fortunate visitors, whose cars had been salvaged, co-operated in getting them in a fit state for the journey home.



At Lynmouth this M.G. was left almost completely buried.

On many miles of road the surface has been broken up or washed away completely.





Bulldozers are digging a channel to get the West Lyn to flow back in its former channel at Lynmouth. The West Lyn, breaking away from its course, has flowed down the Barnstaple road.

As far south as Dulverton the effects were felt. The swollen river, unable to pass under the bridge, spread out sideways. On one side it demolished houses, and on the other it flowed through a garage and into the town; several cars from the garage have completely disappeared.

A great deal of work is being done to repair damaged bridges and to replace by Bailey bridges those that have been swept away completely. The small country lanes, familiar not only to holiday makers but also to competitors in the classic M.C.C. Trials, have been damaged over a wide area, and, although an enormous concentration of road-building machinery is at work in this district, it will take some time to repair these roads.

It is not possible to list roads that are impassable, since these change from day to day; many remaining roads are difficult and often dangerous, though still passable. These routes are being signposted by the A.A. as emergency repairs are effected. The main North Devon road, A39, is closed for an indefinite period between the tops of Lynton and Countisbury Hills. Traffic from Barnstaple is being stopped at Blackmoor Gate, and traffic from Minehead and Porlock is allowed no farther than the top of Countisbury Hill. Only those on essential business are allowed into Lynmouth or Lynton, except holiday visitors with previous bookings in Lynton. Bridges at Hillsford Bridge and Brayford are completely destroyed, and the one at Challacombe is blocked. At Brendon and Simonsbath the bridges are badly damaged; parapets are missing and surfaces are broken up, though late last week these two were passable.

Much misapprehension exists regarding the popular resorts, villages and towns, at no great distance from Lynmouth, which are not affected and which motorists can still reach. Although the routes may, in some cases, be a little circuitous, very many places are still open to holiday makers; among these are Combe Martin and Ilfracombe.

Government action has been promised to speed reconstruction of roads and bridges, and regulations may be by-passed to allow rapid rebuilding. High praise has been given to the A.A. in the work of signposting and salvage operations. A Relief Fund has been started, as recorded in *The Autocar* last week, to which this journal contributed 50 guineas; as these pages went to press the fund had already approached a quarter of a million pounds, including £25,000 from the Government. The M.C.C., for 30 years organizers of long-distance trials through this area, have opened a fund, and donations may be sent to The Hon. Treasurer, M.C.C., Ltd., 76, Kinnerton Street, Knightsbridge, London, S.W.1.

The honorary treasurer of the central fund is Mr. G. H. Hollis, National Provincial Bank, 65, High Street, Exeter, Devon, to whom donations may be sent. If readers should desire to send contributions via *The Autocar* they will be forwarded to the central treasurer; cheques should be made payable to the North Devon and West Somerset Relief Appeal.



The flooded Exe, dammed by the bridge at Dulverton, swept through this garage. Several cars have vanished completely, and parts of one were found at Exeter, 30 miles away. Below : A Riley engine, with the steering column, is poised on a rock above the West Lyn river.



The floods spread over the Brendon valley from the little river in the foreground right back to the cottages at the foot of the wooded hills.





Four council houses next to this one at Barbrook Mill toppled into the river and were swept away. Two families and two visitors from Australia disappeared here.



Right: The beach at Lynmouth was littered with wrecked cars on the morning after the disaster. Probably nearly one hundred vehicles have been smashed to pieces among the rocks or swept out to sea, among them being a thirty-four-seater bus.

Disaster in Devon . . . . continued



Left: Sweeping a savage path through the holiday village, the flooded West Lyn river obliterated the main street of Lynmouth. From the bottom of Lynton Hill to the bottom of Countisbury (seen here) there is an unbroken vista of destruction.

Below: This Austin Ten was carried by the floods from the car park on Lynton Hill to its present precarious position at the foot of Countisbury.



Hillsford Bridge, which carried the lower road from Simonsbath to Lynton, has been completely destroyed. The village itself is cut off and cars were manhandled across rocks and fields to the nearest road.

Very necessary signs reading "For light traffic only" have been placed at either side of the bridge at Simonsbath. The now peaceful stream submerged the bridge beneath six feet of water during its destructive mood.





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NEW CARS DESCRIBED



Bumpers and overriders are standard equipment, very necessary on a car destined for export to the United States. The production models will have a more graceful windscreen, tapering towards the top. There are separate side lamps below the head lamps. Although the car is of low build, there is a good ground clearance.

A Small Allard

THREE-SEATER SPORTS CAR TO TAKE A FORD CONSUL OR ZEPHYR ENGINE

ALLARD, who have gained fame by building exclusively large sports cars with V-eight engines, are breaking into an entirely new market with the introduction of a small three-seater sports car which is fitted with either the four-cylinder Ford Consul or the six-cylinder Ford Zephyr engine. The new model is named the Palm Beach Allard, which is a sufficient indication of the market for which it is intended, and practically the whole output is reserved for United States buyers for some time to come. The considerable gap between the popular M.G. and the more powerful and expensive European sports cars has for some time represented one of the major sales opportunities for foreign cars in the United States market, and the new Allard should receive an enthusiastic welcome. Mr. Sydney Allard has been in America for some weeks demonstrating the prototype and completing distribution arrangements.

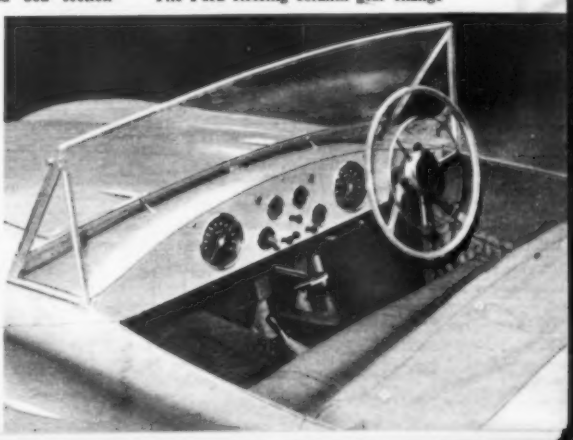
In general layout the Palm Beach is similar to the larger Allards, and it follows the tradition of using the maximum number of standard Ford parts, thus ensuring a ready supply of spares at low prices in all overseas markets. The power units are the standard Consul or Zephyr engines with normal clutches and gear boxes. The rear axle is the standard spiral bevel unit employed in the Ford Zephyr saloon, but it is used in conjunction with a special Allard rear suspension which achieves very precise location of the axle with the minimum of weight. The suspension is by coil springs and telescopic dampers, and the axle is located in a fore-and-aft direction by twin radius arms at each side. The lower radius arms are robust members built up from twin channel pressings in steel, joined by flat plates; the upper arms are steel tubes. Lateral location is by a Panhard rod pivoting on the frame side member and on a small bracket welded to the top of the differential housing.

The independent front suspension follows standard Allard practice by employing the divided axle layout in conjunction with coil springs and telescopic dampers mounted inside the springs. Long experience with this layout has produced numerous detail refinements, and a short road test demonstrated that it is now possible to drive over quite rough ground without any movement being transmitted to the rim of the steering wheel. The radius arms run forward of the main half axles, and all the pivots lie parallel with the longitudinal central line of the chassis, following the layout introduced on the J2X sports racing model. The Marles steering box is the same as employed on the larger cars and is mounted on the outside of the frame, with its drop arm connected to a transverse rod which moves a centrally placed slave-arm, from which two half track rods of equal length run to the front wheels. Front hubs, bearings and oil seals are standard Ford parts, and the standard Ford Girling hydraulic braking system is retained.

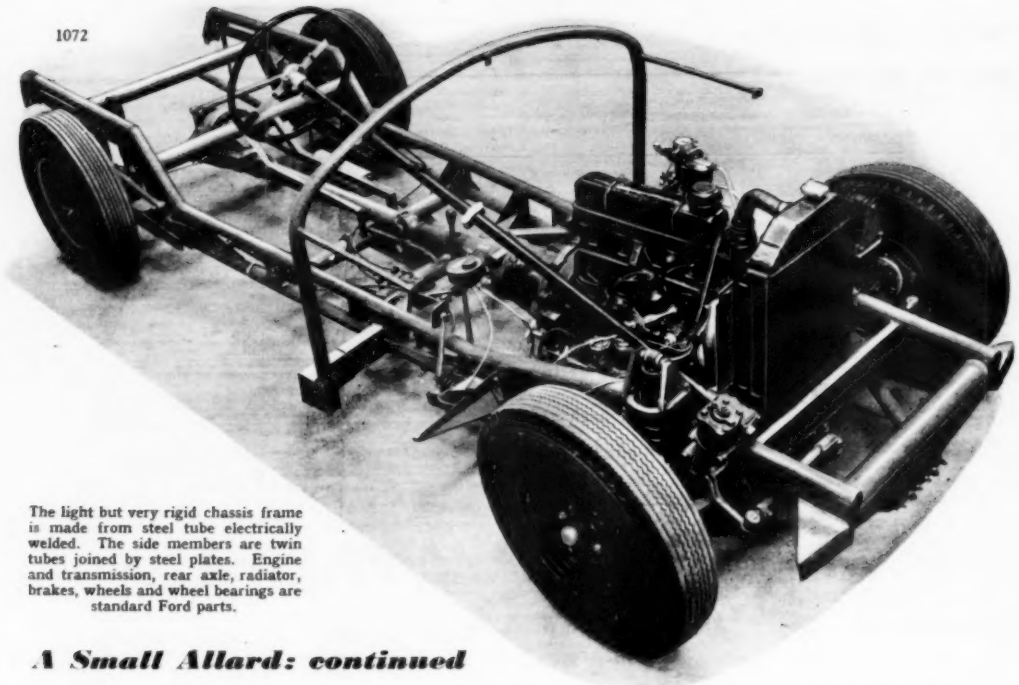
The chassis frame has been evolved after successful experience with the tubular frame on the Allard Safari station wagon, which is torsionally five times as stiff as the previous channel and box section frame, for approximately the same weight. On the Palm Beach chassis the side members are formed of twin steel tubes, one above the other, joined by steel plates. The tubes are of 1¾in diameter and 16 gauge, and the thickness of the plates is 14 gauge. Maximum depth of the side member thus produced is 6½in. To complete the frame, there are six tubular cross members, plus a strong steel plate cross member of inverted top-hat section in the region of the front suspension. The scuttle is supported on a substantial steel tube arch carried on outriggers, and there are additional box section outriggers fore and aft to carry the weight of the bodywork.

At present there is one standard body, a low-built three-seater of simple modern lines, panelled entirely in 14 gauge aluminium. It has a single bench-type seat 52in wide, providing space for three people abreast. The upholstery for both seat cushion and back rest is in leather, over normal spring cases with overlays of rubberized hair. Located by pegs in the floor, the seat cushion has a simple fore-and-aft adjustment, and there is a quick method for varying the slope of the back rest.

The Ford steering column gear change



The metal facia panel is coloured to match the exterior; also visible are the short central gear lever and the pull-out hand brake.



The light but very rigid chassis frame is made from steel tube electrically welded. The side members are twin tubes joined by steel plates. Engine and transmission, rear axle, radiator, brakes, wheels and wheel bearings are standard Ford parts.

A Small Allard: continued

has been replaced by a specially designed remote control connected to a small central lever on the floor; and there is a pull-out hand brake under the instrument panel. Standard equipment includes a rev counter, and a speedometer with trip and total mileage recorders and a dial calibrated in both m.p.h. and k.p.h. There are also an oil pressure gauge, water thermometer, ammeter and fuel gauge.

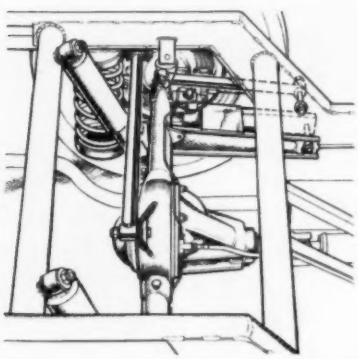
The windscreen, which has a sloping single main panel and triangular side panels, has a light frame made from aluminium extrusions. There is a quickly erected hood, which stows away behind the seat; and side screens are provided. In the tail is a useful luggage locker with a total capacity of 9 cu ft. The spare wheel is carried flat on the floor of the locker, and the tools are accommodated in a box alongside the battery on the scuttle.

Electrical equipment includes a two-brush dynamo with compensated voltage control, double-dipping sealed beam head lamps of 7in diameter, separate side lamps, twin Windtone horns, and a separate lamp (protected by the bumper) to illuminate the rear number plate. The steering wheel is the same as that on the Ford Zephyr and carries a plated horn ring. There is also a central switch controlling the self-cancelling direction indicators.

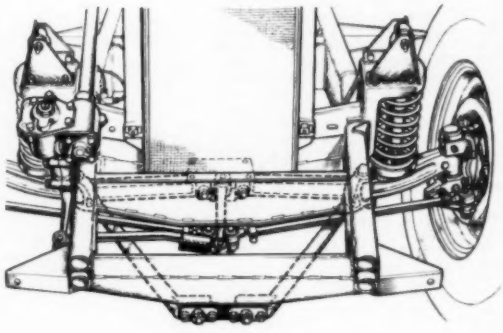
Normally the power units will be in completely standard forms: the four-cylinder Consul engine of 1,508 c.c. gives 47 b.h.p. at 4,400 r.p.m., and the six-cylinder Zephyr unit of 2,667 c.c. gives 68 b.h.p. at 4,000 r.p.m. In view of the car's low weight, clean shape and small frontal area, this output should yield a performance that will meet the needs of a large number of owners; and with the Zephyr unit speeds approaching 100 m.p.h. are expected. It is, however, inevitable that owners interested in competitions will ultimately seek ways and means of obtaining still more power, and there are plans for specially tuned engines at a higher price.

The Consul is being offered with the cylinder head milled to raise the compression ratio from 6.8 to 7.5 to 1. Two additional single Zenith downdraught carburettors can be fitted, and a four-branch exhaust manifold will be available. These modifications raise the power output to 68 b.h.p. at 5,000 r.p.m., thus equalling the output of the untuned Zephyr. The torque of the tuned Consul

The Ford Zephyr rear axle is used on the Palm Beach Allard with coil springs and twin radius arms. Lateral location is by a Panhard rod attached to the differential housing. All pivots have Silentbloc rubber bushes, needing no lubrication.



The divided axle independent front suspension resembles the layout used on the J2X. Half axles and forward-projecting torque arms are pivoted parallel to the car centre line. The steering linkage is designed to prevent reactions through the steering wheel.



is also improved, reaching 105 lb ft at 2,500 r.p.m. At present all cars will have the standard Ford gear box ratios, and the Zephyr hypoid rear axle with a ratio of 4.375 to 1. The wheels are the steel disc type used for the Zephyr, with tyres of 6.40in section on 13in rims.

Owners who wish to change engines can do so very easily, since the only new part required (apart from a larger radiator for the Zephyr engine) is a propeller shaft, which is shorter for the Zephyr engine than for the Consul.

At present only one body style is offered, but plans have been discussed in the United States for the production of alternative bodies in resin-bonded fibre glass, and a few chassis are being supplied to British coachbuilders. Right- or left-hand drive can be provided, and, in order to accommodate four-seater coachwork, a shorter steering column is available, together with a more forward mounting of the pedals. Incidentally, the Ford hydraulic control for the clutch is retained.

For owners interested in competitions, the surplus 8 c.c. that brings the standard Consul engine into the 2-litre category is a severe handicap, and there are plans to make available a special linered-down engine to enable Consul-engined cars to compete in the 1½-litre category.

Weight of the standard Consul-engined car is only 1,850lb, with oil, water and five gallons of petrol; with the Zephyr engine the car is 100lb heavier. With the Consul engine, slightly less than 55 per cent of the unladen weight is carried on the front wheels, and with the Zephyr unit the figure is slightly over 55 per cent. Both front and rear suspensions allow a total wheel movement of about 6in, the spring periodicity being 68 at the front and 85 at the rear. The turning circle is only 28ft, left and right, and only 2¾ turns of the wheel are required from lock to lock.



The big J2X Allard continues in the maker's range. Here is one of these cars during a pit stop in the recent Nine-hour Race meeting at Goodwood. The flush-sided model introduced at Le Mans has now been added to the range.

Among the larger Allard cars the V-eight Safari station wagon has had an excellent reception overseas, and a very few have recently been released on the home market. The J2X sports racing model is continued in standard form as exhibited at the last London Show, and in addition there is a new Le Mans version with flush-sided streamlined coachwork based on that of the car that ran in the 24-hour race in June this year. Normally, the power units for the larger cars are the standard Ford V8 engines, with single carburettors. Aluminium cylinder heads can be supplied to order. For export, conversion kits are available which allow the Chrysler or Cadillac V-eight engine to be fitted.

SPECIFICATION

Engine.—Palm Beach C. 4 cyl, 79.37 × 76.2 mm, 1,508 c.c. O.h.v. in line, push rod operated. Single downdraught Zenith carburettor. Compression ratio 6.8 to 1, 47 b.h.p. at 4,400 r.p.m. Maximum torque 74 lb ft at 2,400 r.p.m.

Palm Beach Z.—6 cyl, 79.37 × 76.2 mm 2,267 c.c. 68 b.h.p. at 4,000 r.p.m. Maximum torque 112 lb ft at 2,000 r.p.m.

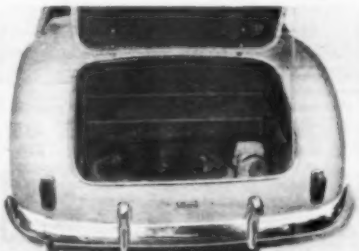
Transmission.—Dry single-plate clutch with hydraulic pedal operation. Three-speed gear box with synchromesh second and top. Central lever. Open propeller shaft, hypoid final drive. Overall gear ratios: 4.375, 7.187 and 12.434 to 1.

Suspension and Steering.—Independent front suspension by swinging half-axles and radius arms with parallel pivot layout and coil springs. Coil springs and twin parallel radius arms at rear, with Panhard rod. Telescopic dampers all round. Marles steering with central slave arm and equal-length track rods.

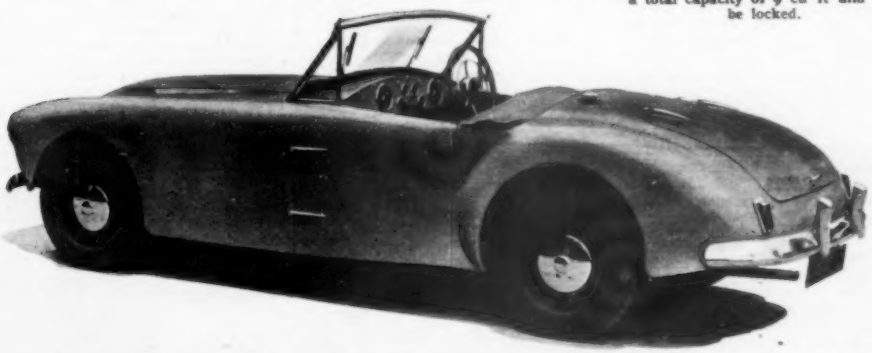
Wheels, Brakes and Tyres.—Bolt on steel disc wheels with 6.40—13in tyres. Girling hydraulic brakes; 2LS at front. Drums 9 × 1¾in. Brake lining area 121 sq in. Mechanical hand brake on rear wheels.

Dimensions.—Wheelbase, 8ft. Track (front) 4ft 3in; (rear) 4ft 2in. Overall length 13ft. Width 4ft 10in. Height (hood up) 4ft 3in. Weight, C, 1,850 lb; Z, 1,950 lb.

Prices.—Palm Beach C two-three-seater £800, plus £445 18s 11d British purchase tax, total £1,245 18s 11d. Palm Beach Z £865, plus £482 1s 2d British purchase tax, total £1,347 1s 2d.



The spare wheel is housed in the floor of the luggage locker, which has a total capacity of 9 cu ft and can be locked.



The sides of the Palm Beach Allard taper slightly inwards to the point where the rear wing panels begin. Equipment includes self-cancelling indicators, twin tail and stop lamps, and twin electric wipers.



The remarkable start of the main event. On the far side is the Ferrari Thin Wall Special, with Hawthorn struggling to engage gear ; next one of the B.R.M.s, with Parnell spinning its wheels violently, while in the foreground is Flockhart, who has just stalled the E.R.A.'s engine. Barber's Cooper and Gaze's Maserati are coming through from the back areas of the starting grid.

Ayrshire Airing

B.R.M. SCORES HOLLOW VICTORY AT TURNBERRY: DRAMATIC INCIDENTS AT SCOTTISH MEETING

AT the Scottish Sporting Car Club's race meeting at Turnberry, in Ayrshire, last Saturday, the large crowd—estimated at 20,000 people—saw a fine day's racing crammed with incident. In the principal event of the day, the *Scottish Daily Express* National Trophy race for *formule libre* cars, the favourite was the Ferrari Thin Wall Special with J. M. Hawthorn at the wheel ; but this car developed gear change trouble on the starting line and never got higher than third place, finally retiring. Meanwhile the two B.R.M.s driven by Reg Parnell and Ken Wharton led by a small margin from Tony Gaze in the 1934 ex-Whitney Straight 3-litre Maserati ; Wharton's car, however, fell out with steering trouble, and Parnell, although troubled with misfiring, held the Maserati at bay to win for B.R.M.

Hawthorn had previously won the formula 2 race, his first effort at the wheel of a Connaught, while Stirling Moss won two races—the formula 3 event with a Cooper and the unlimited sports car race with a Type XK120C Jaguar. The large programme was expeditiously carried through without serious delays ; the weather, although dull, remained fine throughout, and interest was maintained at a high level all through the meeting.

AT an early hour on Saturday morning the echoes around the famous golf course at Turnberry were woken by the sound of racing cars being warmed up, while from all parts of Scotland and the North of England cars flowed in streams to the Ayrshire aerodrome in readiness for the day's sport. Excellent grandstands had been erected on the 1¾-mile circuit, overlooking the pits and down towards Maidens Corner; it was generally agreed that in its present form the circuit provided an excellent spectacle and a good test of both cars and drivers, the only snag being the extremely bumpy state of the back leg approaching and leaving the straw-baled *chicane*. This gave the drivers of the harder-sprung cars a very rough ride indeed, but no untoward incidents resulted.

Promptly at noon the curtain rose on the proceedings with the first heat of the race for sports cars of under 1½ litres capacity. The first heat of this was won easily by G. Tyrer's ex-Raymond Way lightened Frazer-Nash-B.M.W. with its new and mysterious 1½-litre power unit, although Gibbon's Rover Special put up a stout fight for Scotland. Similarly, the second heat was a runaway victory for Cliff Davis' very fast Cooper-M.G. In the final Tyrer made an excellent start—all these sports car events employed the Le Mans-pattern run-and-jump getaway—but Davis lagged well behind, and try as the latter would he could not catch the flying B.M.W. but had to be content with second place.

The unlimited category was similarly closely fought for among the sports cars. The Type C Jaguars dominated the day, Ian Stewart taking the first heat from J. H. Walton's very fast Frazer-Nash, while Stirling Moss defeated Duncan Hamilton in the second heat—all these three Type Cs being privately owned, the one entered by T. H. Wisdom and driven by Moss having disc-type brakes. In the final, Moss—aided immensely by his own personal getaway in the across-the-road sprint—got out in front and was never headed, but Hamilton succeeded in passing Stewart at mid-distance to take second

G. Tyrer brings his B.M.W. Special round Hodges Corner to win the under 1½-litre sports car race.



place. The Frazer-Nash finished fourth, trouncing all the XK120 Jaguars.

J. H. Walton also scored heavily in the saloon car race, winning as he pleased in his DB2 Aston Martin. The vintage sports car race, after Pat Melville's fast 30-98 Vauxhall fell out at the end of one lap while in the lead—the throttle return spring broke—became a Bentley benefit; Freddie Stang's supercharged Lea-Francis went very fast indeed in second and then third place, but unfortunately crashed at Farm Bend on the last lap, the driver being taken to hospital with broken ribs and injuries to his back.

Formula 3—formula 2—*formule libre*. Moss led throughout the first of these races in the works Cooper, while André Loens did well to finish second after another car had run into him on the first lap, damaging the rear of his car and puncturing a rear tyre! McGlashan's Cooper took third place for Scotland; Ninian Sanderson unhappily split the gear box casting on the first lap.

In formula 2, Hawthorn and Poore had Connaughts, Barber, Loens and Sanderson Cooper-Bristols. Hawthorn's car had



Reg Parnell crosses the finishing line; a win for B.R.M.

F. A. O. Gaze, from Australia, drove an extremely good race to finish second to the B.R.M. in the ex-Whitney Straight Maserati entered by L. W. Boyce.



water seeping into one cylinder and was only just started in time; Poore stalled his engine on the line and was rammed in the back by Skelly's single-seater Frazer-Nash; Wharton's Nash broke the timing chain after four laps. Hawthorn led without difficulty, although steam came from the Connaught's exhaust on the overrun; but with two laps to go the car went on to three cylinders. Nevertheless, he won easily enough; and it was afterwards found that one push-rod had jumped out of its socket, the misfiring having no connection with the cylinder head joint troubles. Barber took a well-deserved second place; Loens, losing the use of his clutch after two laps and with his brakes almost completely absent, had the great misfortune to fall out with engine trouble when in third place on the last lap, Sanderson thus capturing this position.

All this excitement kept the spectators glued to their positions, and as the cars came out for the main event of the day the awe-inspiring noise of two B.R.M.s running at once dominated the proceedings. They had experienced trouble in practice, one car having been repaired overnight with a cylinder head flown up from Bourne at short notice; but here they were, ready and waiting. Parnell and Wharton climbed in; away on the left of the front row was Mike Hawthorn in the Thin Wall Ferrari, who had made fastest practice lap, while on the right was the ex-Raymond Mays D-type E.R.A. of Ron Flockhart. As the last few seconds ticked away, Hawthorn could be seen desperately struggling with the Ferrari's gear lever, and he was still trying when the flag fell. The B.R.M.s hung slightly on the line; Flockhart stalled his engine, and two cars from the second and third ranks—Barber's Cooper-Bristol and Gaze's Maserati—actually led as the field streamed away up to Maidens Corner! This indeed was high drama; but as the cars came round and down to Farm Bend Reg Parnell had got his B.R.M. into first place, closely followed by Gaze and Wharton. After one lap Parnell led from Wharton—B.R.M.s one and two—with Gaze on their heels; then came Barber, Graham Whitehead's E.R.A. and Hawthorn, unable to change gear and making despairing signs to his pit staff as he passed. After three laps Wharton had taken the lead while Hawthorn had dropped to tenth place; then the Ferrari commenced to climb slowly through the field, although only two gears were usable. On the seventh lap Wharton felt the leading B.R.M. snake badly over the bumpy back leg; a steering ball joint had broken, the same fault which eliminated Gonzalez' car from the British G.P. at Silverstone, and one B.R.M. was out. At the same time Barber's Cooper-Bristol sheared the distributor drive and lost its certain third place, if not higher, while Flockhart's E.R.A. broke the supercharger drive; cars were falling out right and left! Next lap, and Hawthorn was third, having broken the lap record despite the gear box troubles; but then the Thin Wall Special, too, went out, the transmission having literally fallen apart.

The big question now was—would the second B.R.M. stay the course? The brakes on the valiant old Maserati were fading away rapidly, but Gaze was still no more than 300 yards behind Parnell; and the B.R.M. was now sounding distinctly sick as it accelerated up the straight, while the gear lever had broken, to add to its troubles. Everyone in the pit had his fingers very firmly crossed; but no disaster intervened, and Parnell duly received the chequered flag, having driven a very good race. Not far behind him came Gaze, after an excellent drive in the wonderful old Maserati, in spite of being almost bounced out of the cockpit over the bumps; then came Graham Whitehead's E.R.A. and then Geoff Richardson in the R.R.A., a very good effort in this largely amateur-built car. So B.R.M. at last scored their long-awaited victory, the first since Goodwood in 1950. Then came the prize distribution, and the crowds commenced to disperse, while the drivers and other personnel attended the official cocktail party at the enormous Turnberry Hotel—and a very good party it was, too. A good meeting, and a credit to Scotland.

RESULTS

1.75-mile circuit

Saloon cars (5 laps): 1. Aston Martin 2.580 (J. R. Walton) 8m 15.2s 64.23 m.p.h.; 2. Healey 2.443 (H. Havelock Slack); 3. Healey 2.443 (J. Brown).

Sports cars: Vintage (5 laps): 1. Bentley 4.576 (G. G. McDonald) 8m 9.1s, 64.77 m.p.h.; 2. Bentley 4.398 (J. H. Bailey); 3. Bentley 4.398 (J. G. Lockhart). **Up to 1.500 c.c.: Heat 1 (5 laps):** 1. B.M.W.-Spl 1.500 (G. Tyrer), 7m 54.7s, 66.75 m.p.h. **Heat 2:** 1. Cooper-M.G. 1.467 (P. C. Davis), 7m 54.8s, 69.65 m.p.h. **Final (5 laps):** 1. B.M.W.-Spl 1.500 (G. Tyrer), 12m 10.9s, 69.59 m.p.h.; 2. Cooper-M.G. 1.467 (P. C. Davis); 3. Cooper-M.G. 1.250 (J. R. Lawrence). **Over 1.500 c.c.: Heat 1 (5 laps):** 1. Jaguar 3.442 (I. M. M. Stewart) 7m 17.2s, 72.46 m.p.h. **Heat 2:** 1. Jaguar 3.442 (S. Moss), 7m 10.9s, 73.52 m.p.h. **Final (5 laps):** 1. Jaguar 3.442 (S. Moss), 11m 10.8s, 75.56 m.p.h.; 2. Jaguar 3.442 (J. D. Hamilton); 3. Jaguar 3.442 (I. M. M. Stewart).

Racing cars, Formula 2 (15 laps): 1. Connaught 1.964 (J. M. Hawthorn), 20m 9.9s, 78.53 m.p.h.; 2. Cooper-Bristol 1.971 (J. D. Barber); 3. Cooper-Bristol 1.971 (N. Sanderson). **Formula 3 (10 laps):** 1. Cooper (S. Moss), 14m 12s, 71.05 m.p.h.; 2. Kieft (A. Loens); 3. Cooper (A. McGlashan).

Scottish Daily Express Trophy Race, Formule Libre (20 laps):

1. B.R.M. 1.496 s (R. Parnell), 26m 33s, 79.50 m.p.h.;
2. Maserati 2.986 s (F. A. O. Gaze),
5 E.R.A. 1.488 s (A. O. Whitehead);
4. R.R.A. 1.762 s (G. N. Richardson); 5. E.R.A. 1.488 s (A. W. Birrell), 1 lap behind; 6. Ferrari 1.955 (W. J. Dobson), 1; 7. Frazer-Nash (1.971 (W. J. Skelly), 2; 8. Alta 1.488 s (L. Mandoca), 2. **Retirements:** 9 laps covered, H.A.R. 1.954 (H. A. Richards), engine; 8. Thin Wall Spl Ferrari 4.500 (J. M. Hawthorn), gear box; 7. B.R.M. 1.496 s (K. Wharton), steering; 6. Cooper-Bristol 1.971 (J. D. Barber), distributor drive; 5. E.R.A. 1.955 s (R. Flockhart), supercharger. **Fastest lap:** Thin Wall Spl Ferrari 4.500 (J. M. Hawthorn), 1m 16s 83.6 m.p.h. **(record).**

Accessories

GOING OR COMING?

IT might be thought that a car compass would appeal only to those who drive on desert, veld, or prairie; but the instrument seems to arouse great interest among British motorists. One of good quality has recently become more widely available. It is the Sestrel, sold by Edward Marcus, Ltd., 38, Queen Victoria Street, London, E.C.4.

A liquid compass, the Sestrel is well damped, so that it does not oscillate; and it has good tolerance where tilting is concerned. Its case is finished in black crackle stove enamel to the standards expected of such an instrument. The dial,



Perforations in a plastic block under the Sestrel compass provide for the insertion of needle magnets for compensating error.

which has white luminous figures on a black ground, slopes in like a section of an inverted cone. It can be read when slightly below eye level, as when mounted at the very top of the facia, but it is most clear and convenient when mounted on the top rail of the windscreen, so that it is read with a slightly upward glance.

In this position, moreover, the instrument is at a better angle to, and farther away from, the interference points caused by the ignition system of the car. But there is compensation in the form of a plastic extension that is perforated for the insertion of tiny rod magnets, by which the error found when the compass is installed can be corrected; detailed instructions are given for this operation. In general, the instrument is up to the exacting standards set by boat compasses. The price is £4 10s post free.

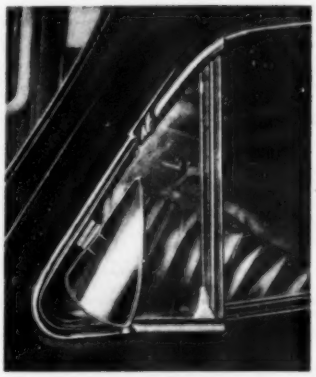
VENTILATION AND RAIN

MANY modern cars have a centrally hinged ventilating louvre at the forward end of the front windows. When it is opened to about 45 deg it has an extractor effect on the air in the body, so that there can be ventilation without the entry of rain. Sometimes, however, especially when the car is going slowly and the rain falls vertically instead of being diverted horizontally by the air stream, and the extractor effect is small, rain enters at the bottom of the louvre and reaches the driver's or passenger's legs.

A gadget designed to prevent this has been introduced by the Key-Leather Co., Ltd., 5, Urswick Road, London, E.9. It consists of a pair of curved deflectors made of transparent plastic, each of which clips to the lower front edge of a louvre, with the deflector on the outside of the glass.

The cadmium-plated spring clips suit a plated channel about $\frac{1}{16}$in wide and $\frac{1}{2}$in deep, such as is used to border most louvres fitted to current cars, and they are strong enough to hold the deflectors firmly. Care must be taken in fitting, however, to ensure that in overcoming the resistance of the clip the plastic rivets holding the panel are not broken. When the louvre has an edge of plain glass, a piece of rubber may be used between clip and glass.

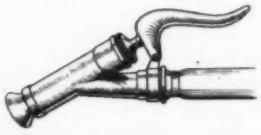
Price of the K-L Koolee, as the device is called, is 12s 6d a pair. There is a choice of several colours.



A K-L Koolee deflector fitted to a left-hand ventilating louvre.

HOSE REFINEMENT

A PLEASANT refinement for the hose used to wash a car is a new nozzle with a one-hand control by lever. A mist, spray, stream or gush can be easily produced, and the water can be shut off entirely by releasing the lever. The device is strongly made, with a zinc alloy body and steel handle (both chromium plated), a brass plunger and bronze spring, and sealing washers. There is a knurled ring, close to the lever, which locks the spray adjustment in any position and enables the lever to be released. The makers are Leverspray Industries, Ellesmere Works, Harriet Street, Walkden, Manchester, and the price is 15s.



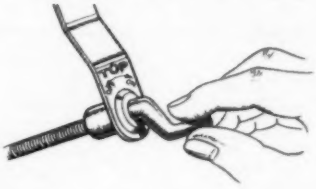
The Leverspray hose nozzle with lever control. A locking ring is fitted just in front of the lever.

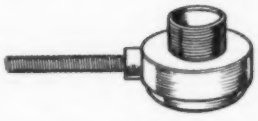
LIGHT SOLDERING

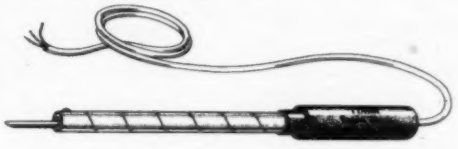
AN electric soldering iron of moderate price has been introduced by Kenroy, Ltd., 152, Upper Street, London, N.1. It costs 16s 9d. Replacement elements are 6s 6d, and replacement bits 2s. There are different models for all voltages; the consumption is 40 watts, which makes the tool suitable for use with household lighting circuits; and there is an earth wire for safety. The bit warms up in less than three minutes, and in use maintains its heat well for such jobs as making soldered earth connections for head lamps (a job that increases the reliability of a lamp considerably). The light weight makes the Tyana iron convenient for amateur use.

REMOTE DRAINAGE

The removal of a sump drain plug to change engine oil is not in itself difficult, but it is a dirty and unpleasant job for an owner to wriggle under the car, if he has no pit. A Swiss firm, Ruchti and Briner, 5, Sonnbühlstrasse, Lucerne, has evolved a remote control. For the sump plug there is substituted an oil-tight tap with a sliding shutter, actuated by a cable and conduit remote control, leading to the car interior or an under-bonnet position. The operating key is a loose one, not kept in the socket, so that there shall be no danger of accidental operation of the tap.







A Swiss remote control for the sump plug, and (left) the Kenroy Tyana electric soldering iron.

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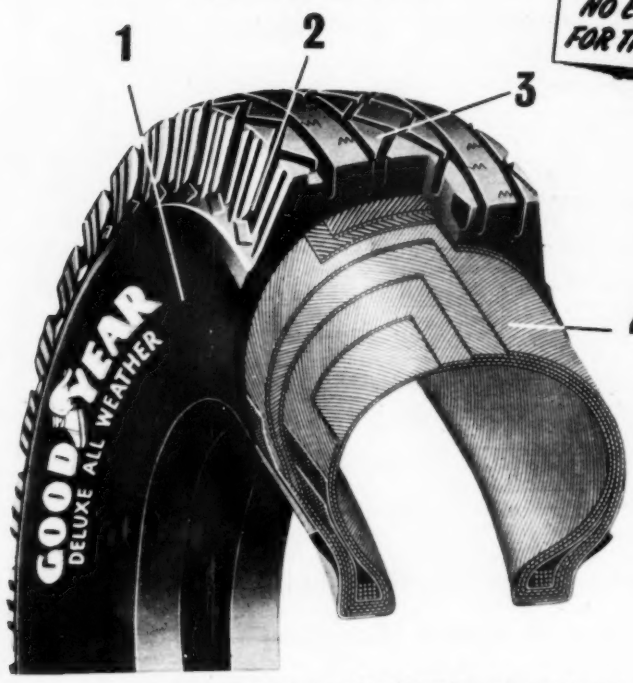
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Familiar as a landmark to tourists in Normandy is the Basilique de Sainte-Thérèse, at Lisieux, in the department of Calvados.

the country but these two, in particular, have been a running sore for many years. I am sure you will agree that unnecessary traffic delays not only waste money, but also irritate drivers; which may make them more inclined to take risks. In this connection, it is only too apparent that the object of the traffic control in most counties and boroughs in this country is to slow up the traffic, whereas their aim should be just the reverse. This failing is readily appreciated by anyone who has driven abroad.

Waterlooville, Hampshire. R. KNIGHT, Commander, R.N. (Retd.).

COURTESY

Dividends Paid by Good Road Manners

[64395.]—As one who drives many miles along trunk roads, I should like to put forward a thought on road safety.

Most lorries and vans display the name of a firm or organization. If I experience discourtesy from a driver employed by Chipperfield's Chocolates or Trubshaw's Tyres, then automatically I make a mental note to avoid their firm in future. On the other hand, courtesy has the reverse effect.

This is, of course, nothing new; but here is the point I want to make. Are firms and organizations doing sufficient to impress on their drivers the importance of good road manners? Personal observation suggests they are not. Yet every firm taking the trouble to teach its drivers road manners both helps itself and actively supports the campaign to prevent road accidents.

London, W.1. KENNETH HORNE, Director, Triplex Safety Glass Co., Ltd.

DRUGS

Side Effects of Dexedrine

[64396.]—I could not help remarking to myself, when reading Ian Pearse's article on rallies—"The Human Angle"—in the issue of August 1, that he was taking a bit of a risk in his paragraph on drugs and their reactions.

Many people would avoid referring to "safe" drugs. Anybody who has suffered the side effects of taking Dexedrine would agree that this drug is not very good, nor very safe. Though it appears, to the author of the article, to be free from undesirable side effects, I would suggest that this is an unwise generalization.

Dexedrine is, I believe, prescribed for relieving the effects of alcoholism, drug taking and nicotine, and is used for reducing weight. The desirability of the drug, therefore, rather depends upon whether the trials driver wishes to be deprived of his shape or his self-pleasing habits, such as smoking, eating and drinking, as well as sleeping, for which object the drug was advised.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

TRAFFIC LIGHTS

Duration Bears No Relation to Volume of Traffic

[64394.]—It would be a public benefaction if you would use your influence to rectify two black spots in the traffic conditions in Surrey. The two places are, first, the cross roads at Hindhead (Portsmouth-London and Haslemere-Frensham roads), and, second, at Farnham, the junction of South Street and the Borough.

There are light signals at both places but the duration of the green and red bears no relation whatever to the relative volume of the traffic on the two roads. It seems that the green and red sectors are of equal length, which, bearing in mind the proportion of traffic on the roads, is absurd. In both cases the traffic on the minor road is, probably, only a quarter or a fifth of that on the main road. In consequence a stream of traffic is held up while only one or two vehicles approach on the minor road.

In the case of the Farnham junction there should be a permanent green arrow to enable vehicles approaching from the Aldershot direction to turn left into South Street, which would relieve some of the traffic and would not interfere with the main flow.

I don't doubt that there are other examples of this sort about the country but these two, in particular, have been a running sore for many years. I am sure you will agree that unnecessary traffic delays not only waste money, but also irritate drivers; which may make them more inclined to take risks. In this connection, it is only too apparent that the object of the traffic control in most counties and boroughs in this country is to slow up the traffic, whereas their aim should be just the reverse. This failing is readily appreciated by anyone who has driven abroad.

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The author may probably counter by saying that, taken in the dosage prescribed, the drug could have no harmful effect. I would point out that he has not completed his prescription by giving the dosage time or period, nor has he catered for those who are bound to be tempted to experiment with the drug on occasions other than a trials run. Or is it that he knows that the potential drug experimenter may find himself unable to obtain supplies? W. B. ROWNTREE

Bromley, Kent.

STOP LIGHTS

Time Saved by Sensitive Switch on Brake Pedal

[64397.]—Your correspondent [64338] asking for improvement of stop lights has not mentioned the consideration of repair costs. Apart from the safety factor involved, the cost of repairing a modern car, with the chassis integral with the body, is very high indeed, and the loss of the car during repairs is annoying, to say the least. I notice a reference, in News and Views, to a slowing-down warning attached to the accelerator pedal. This appears to be negative in its warning, and has no association with braking.

The solution seems to be a sensitive switch which operates as soon as the foot *touches* the brake pedal. In giving a warning a saving of one-fifth of a second represents nearly nine feet of road at 30 m.p.h.; that is, nine feet extra of road which the following vehicle can use for stopping, before a bump occurs.

It is difficult to adjust most stop-light switches to operate at a touch because vibration and road bumps move the pedal arm, and cause intermittent contact and warning flashes. Perhaps the experts have a solution. CHARLES EVESON.

Paignton, Devon

CORRESPONDENCE . . . . . continued

LB PER SQ IN

Further Information on Talbots

[64398.]—I read with interest the letter [64348] from Mr. Georges Roesch, in *The Autocar* of August 1, in reply to Mr. R. E. Passmore's query [64313] with regard to oil pressure on a Talbot. May I volunteer the following information, which may be of assistance to Mr. Passmore?

About twelve months ago I found that the oil pressure lamp on my own Talbot was not functioning correctly, and discovered that the trouble resulted from several small punctures in the thin steel diaphragm inside the pressure unit. It was an easy matter to obtain a piece of shim steel of exactly the same thickness as the original diaphragm (about 0.004in), and cut a new diaphragm.

This cured the trouble, but I must admit that I was in ignorance, until reading Mr. Roesch's letter, of the actual pressure at which the lamp became illuminated; many thanks to Mr. Passmore for raising the query. R. W. BIGGS.

Yeovil, Somerset.

DIPPING

Easy Conversion to Dip-and-switch

[64399.]—The twin-filament dipping system now fitted to nearly all vehicles is the cause of a great deal of misunderstanding and discourtesy, not to mention danger. Desiring, therefore, to modify my 1952 Morris Oxford to "dip-and-switch," I was pleased to discover that all I had to do was to consult the wiring diagram to find the colour of the wire from the right-hand side dipped filament, look under the bonnet, and pull that particular wire from a rubber-covered connector.

No doubt many other cars are wired in a similar manner, and it would greatly promote good manners if the trade and all concerned were to encourage everybody to make this modification.

Chatteris, Cambridgeshire. M. K. KIDD.

WARMING UP

Period Should be Reduced to Minimum

[64400.]—In reply to letter [64353], may I, as one not so new to motoring, suggest that your correspondent is correct in his statement that the warming-up period must be reduced to the minimum.

In my opinion we have to look to radiator shutters as being the ideal. Those of us who cannot afford this luxury can, on very cold mornings, throw a rug over the outside of the radiator and run the engine for a few minutes at fair speed whenever possible. In any case, the engine should not be driven at high speeds until thoroughly warm. L. WELLER.

Maidenhead, Berkshire.

RALLIES

Vigorous Steps Necessary to Ensure Safety

[64401.]—The rally season seems successfully to be finishing, with the Tour de France yet to be run. It would be interesting to know other people's opinions concerning the running of some of these major events. We have had a successful season, but obviously the conditions of 1936, 1946 and later 1956 all require gradual alteration, and improvement, if we are to avoid a run of bad luck which must take place if the present conditions continue.

For the purposes of this discussion, let us divide the major long distance road events into two categories, A and B, not only from the point of view of possible danger, but also severity on cars and drivers. The actual order is open to discussion. 1, Liège-Rome-Liège; 2, Alpine Rally; and 3, Evian-Mont Blanc. As these events cover many thousands of kilometres on the open roads of Europe, one would presume that, perhaps, the safest of all would be the one in which all the cars were going in the same direction on cleared roads. This, however, may not be the case in fact, and only the insurance companies could tabulate, over a period of years, the risks and crashes involved in any of the above competitions; it might even be said that the above list A proves itself to be safer than the following list B. For the sake of our discussion, we can take list B as follows, again in order of probable risk involved: 1, Monte Carlo Rally; 2, Tulip Rally; 3, Lisbon Rally; and 4, all British rallies.

One would presume that there is no reason for the above to be dangerous if sensible precautions are taken by competitors regarding eating and sleeping, and huge averages are not really required except in order to cheat the organizers. Obviously a rally where people can change axle ratios and cylinder heads could hardly be called severe in the strict sense of the word.

If organizers want really seriously to make their competitions safer, they have only got to examine the rally run by Marcel Beccuart, the Evian-Mont Blanc. This is held in one area of the Alps and includes rougher cols than the Alpine, and, as many controlled and timed hill climbs are included, it gives no possibility of organized breaking of the rules. Wherever possible, the event is held away from congested holiday roads. In this way, a fully sporting event is held, eliminating cars, but not relying upon long main road running to fatigue drivers unnecessarily. The whole event makes a very sporting and fair competition for everybody. I think the 15 per cent handicap of sports cars in this event would be fair if reduced to 10 per cent, and it could be very useful in the Alpine to bring in more manufacturers of saloon models.

It would be interesting to know the opinions of Norman Garrard, Hartwell, Gatsonides, Healey, Wisdom, Aldington and many others who have all had experience in pre-war and post-war events on which to base their opinions. For myself, I think the time has come for a safety helmet to be made compulsory in open cars and advisable in saloons. After all, we see thousands of foreign motor cyclists wearing them and never think twice about it. None of us has any desire to become a nuisance to other road users during holiday periods. The remedy is not to run rallies during high summer in congested areas like the Riviera or near large cities. The Alpine could easily start from Grenoble or Chamonix, using Italy or Yugoslavia for more isolated territory.

If the Monte Carlo Rally organizers, for instance, would take the trouble to put more police or army patrols on the difficult mountain section, and provide a few slow moving breakdown vans to follow through this section, we should not have people tottering about in the dark all night, more or less left to their fate, after very serious accidents.

The whole point of this letter is, if you want safe competitions, don't put the onus on the drivers to make them safe. It is the organizers who are responsible for doing anything they wish in this direction, and I hope the R.A.C. will help to formulate a very vigorous and stricter policy during the next year or two. Incidentally, in case anyone thinks this letter is unnecessary, the insurance rates for these competitions are bounding up to terrific heights. C. M. NEEDHAM.

Prestbury, Cheshire.

SCREEN WIPERS

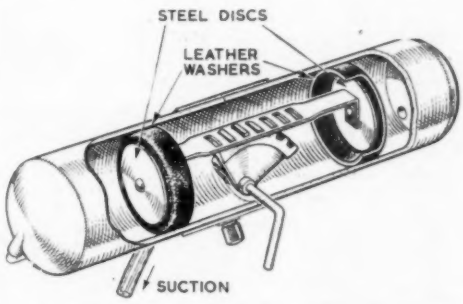
Extending the Life of Suction Types

[64402.]—The following wrinkle may be of interest to the owners of older cars who, troubled by failure of the suction-type windscreen wiper, find that the manufacturer no longer carries a stock of replacement leather suction washers.

The easist way to overcome this difficulty is to remove the existing leathers, turn them inside out, slightly roughen the "new" surface with a wire brush and refit. This will necessitate filing or cutting away the heads of the securing rivets which can be replaced by nuts and bolts. The flanges of the leathers must, of course, face inwards as before.

This operation will usually give complete satisfaction once the new surface becomes run-in, and will enable owners to obtain years more service from the wiper. B. BOYDEN.

London, S.E.9.



Mr. Boyden's suction-type screen wiper modification.



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CORRESPONDENCE . . . . . continued

BACK TOWARDS NORMAL

Valuable Advice to Prospective Buyers

[64403.]—Having just read the article on second-hand cars [*The Autocar*, August 15] I feel I must congratulate you on a treatise containing so much common sense. If only motorists and prospective buyers would be guided by such an article there would be many fewer dud and worn-out cars purchased.

Just one point of dissension: "A slightly whining rear axle is half-way through its useful life." It is my experience that a really quiet axle is a comparative rarity in popular cars and, indeed, one manufacturer of an Eight, now discontinued, seemed never to make a quiet axle.

Regarding "The engineers of an Association," I once saw a report containing this: "2 sparking plug screwed terminals are incorrect type and are not reliable."

May I suggest that you reprint this article every three months?

Romford, Essex. BERT RUSHEN.

GADGETS

Everything but the Kitchen Sink

[64404.]—I noticed with interest Mr. C. S. Keech's letter [64248] about the Maltese Morris. There are several such cars here; in fact, there are very few cars that do not have their complement of fishtails, wing indicators, extra mascots, etc. However, there is one outstanding example to be seen around Launceston; it is a black Holden which has the following: 4 bumper overriders, 1 Super Snipe mascot, 2 wing indicators, 2 wireless aerials, 6 rings on the sides of the bonnet (ex-Buick), 1 long chromium strip extending down each side of the bonnet and body, 2 large chromium badges inscribed with "Stylemaster" (ex-Chevrolet), 2 rear wheel spats complete with chromium flashes, 1 roof rack, 4 extra tail lights, 1 reversing light, 4 rubber wing flaps and reflectors, 1 woolly dangling dog (in windscreen), two very elaborate budgerigars in plastic (rear window), tartan loose seat covers, 1 chromium-plated exhaust deflector, 2 fog lights, 2 chromium number-plate holders, 2 extra side lamps and 3 external mirrors.

Other makes of cars very popular with the gadgeteers out here are Austins, Morris and Vauxhalls. A. C. CHARLTON.

Launceston, Tasmania.

INDICATORS

Surfeit of Mechanical and Human Arms

[64405.]—I am surprised at Mr. R. G. Sutherland's suggestion [64361] that direction indicators should be compulsory. They are the cause of much slovenly signalling, and appear to be particularly beloved of those who appear to think that they are giving an order to all other traffic in the vicinity, and that no signal should be given more than five seconds before the manœuvre is carried out.

The uncancelled indicator is a source of annoyance and even danger. Personally I never trust an indicator signal unless I actually see the arm come up. Everyone must have seen vehicles, with an indicator raised, travelling for miles without the driver noticing it and it is not uncommon for a vehicle to turn in the opposite direction to that indicated. On the other hand, I have yet to see anyone driving far with his own hand extended into the cold.

It might be better to restrict the use of indicators to night-time only, when they have an obvious advantage. This, coupled with an insistence, during the driving test, that no signal should be given unless there is someone to see it, might lead to an improvement in signalling technique and drastically reduce the number of arms, mechanical and human, which flap up and down at the sides of motor vehicles these days.

Ruislip Manor, Middlesex. R. NEWTON.

B.R.M.

The Industry as a Yard-stick for Comparison

[64406.]—Your Editorial of August 8 is scarcely commensurable with J. A. Cooper's despondency with regard to the B.R.M. in the same issue [p. 990]. To view the B.R.M. with a sense of proportion we need to choose a yard-stick or datum line. Can the B.R.M. stand the strain of comparison with the industry?

The B.R.M. folk stuck their necks out with unorthodox features, such as the air spring suspension and aero-type supercharger; nothing very novel perhaps, but all very daring, as befits members of the bulldog breed having self-respect and a patriotic desire for progress. What of the industry, with their heads in the sand? We have seen practically no progress since 1936; exceptions might be stated to have been the chrome-plated piston ring and, in the "heavy" world, the Foden two-stroke engine.

Users think their cars should be much better in view of the big money they have paid for them. Such users find themselves beset with: Unnecessarily heavy fuel consumption, heavy, woolly or unpredictable steering, running on, unnecessary pinking, and brake squeal, to mention a few faults. Of course, the individual correction of these, notably steering faults, costs money, but on the production line it would not cost nearly so much.

On my own cheap 1950 car, I have been fortunate and, in the light of experience, have modified only the cooling water flow to improve top gear hill climbing, the induction pipe and carburettor for m.p.g., the starter motor engagement assembly, the stop light switch, for early operation and safety and, finally, I have had entirely to change the method of damping the rear springs to remove most of the jerks.

I think the B.R.M. is a success by comparison. It is a pity the makers of components associated with its failures cannot obtain a higher level of advice from the industry or, better, some independent advice which is based on up-to-date fundamentals. H. C. BARTY, A.M.I.Mech.E.

Gravesend, Kent.

ROAD NUMBERS

Could These Not be Painted on the Roads?

[64407.]—During a recent cross-country tour with the aid of an A.A. itinerary, and on strange roads, it occurred to me that it would be a great advantage to have the road numbers painted on the roads themselves. It is often disconcerting to take one's eyes off the road and traffic to glance at a signpost.

I would suggest that the number be painted on the road, as in the example of the central white line, either on entering the junction, or a hundred feet or so before. An arrow could indicate the direction to follow.

Could not this idea be developed with the object of helping drivers to keep their eyes on the road? It would be preferable to the present system of signpost gazing, which often results in missing the required information. H. G. HORN.

Axminster, Devon.

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Service Viewpoint

Flywheel Bursting Point

A RECENT inquiry regarding the correct methods of lightening a flywheel in an effort to achieve better off-the-mark performance reminds me to mention that the warning should be sounded for those who feel tempted to try this popular and only partly effective dodge. Not very long ago the flywheel of a lorry burst and killed two people who happened to be standing near. At the subsequent inquiry it was found that the flywheel had been faulty and had disintegrated when the engine had been running at abnormally high revs in an intermediate gear.

I was unlucky enough once to witness a burst flywheel, this time on an outboard boat engine, and again the result was a fatality. By no means *all* lightened flywheels burst, but, in my opinion, amateur efforts at lightening are to be strongly discouraged.

The thing to remember is that reducing flywheel weight will not, of itself, make the engine run any faster, nor develop more power. The most that can be expected is a fractionally better acceleration figure, and that only with an engine of the low-revving type. It seems a complete paradox to me to suggest the use of aluminium for a flywheel, since the very function of a flywheel is to store energy, which it can do only if it is moderately heavy. The amateur tuner would be far better employed in balancing the flywheel, crankshaft, and connecting rods, for I have yet to see the components of a production engine which did not have balance discrepancies amounting to several ounces; he might then gain more speed, *and* better acceleration, without sacrificing the safety factor.

Over-square

MUCH fuss is currently being made about the "new" principle of using engines with bore-stroke ratios of 1 to 1 or less, and what we would like to know is what is supposed to be new about it. The only remarkable thing about the introduction of square and over-square engines in 1952 is that it has taken so long to come in quantity production. Modern designers should not claim any novelty, for before the first world war there was a range of J.A.P. engines available which were supplied with such bore-stroke ratios as 85 × 58 and 85 × 80.

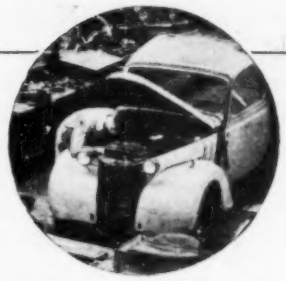
Many people thought, and justifiably so, that when the new flat-rate tax was introduced in 1946, all manufacturers would take advantage and manufacture short-stroke engines; but not so. It has taken designers six full years of design freedom to catch up with what the Italians, in particular, have been doing for many years. When I raised this question at a fairly high level over a year ago, the official "works" answer was that there was no intention of adopting the short-stroke design, because really excessive piston speeds occurred only at the top end of the rev range, and, since so few people were keen to use top-end speed capabilities these days, the re-tooling would not be justified. The engine under discussion at that time was one which had a stroke of over 100mm and which ran up to over 5,000 r.p.m.

Coil-robbing

AS regularly as Christmas come the customers who attribute their cold starting troubles to the poor old carburettor. The knowledgeable ones reason that if a car starts well in warm weather and refuses to do so when the mercury falls, the phenomenon can only be caused by too weak a starting mixture. The truth is that only about 10 per cent of cold starting troubles are found to be caused by the carburettor, the balance being divided between moisture troubles (20 per cent), over-adequate plug gaps (10 per cent), coil-robbing (40 per cent), and what we rather unkindly call cockpit trouble (20 per cent).

Moisture, generally resulting from condensation, present on the plug points, distributor cap, plug insulators and coil terminals, does not need to be visible to cause trouble, and, of course, the only valid solution is to provide sufficient heating to keep such vital parts quite dry. Over-generous plug gaps will encourage the spark to accept external moisture as a line of less resistance, and the cure is to keep a regular eye on the plug condition. The most frequently encountered trouble, coil-robbing, is that which is present when the starter will whirr the engine over quite happily, but, alas, without producing the expected life into which the engine should, theoretically, burst. The root of the trouble lies in the fact that the heavy discharge of the battery by the starter motor leaves no ampères for the coil, and the cure may entail a battery check, a reduction of friction in the starter bearings, or perhaps attention to the starter brushes.

Cockpit trouble springs from an under-appreciation of the technicalities of the power unit generally, and often the carburettor particularly. Even quite expert motorists *will* "tickle" the throttle pedal during the starting process, and on most cars this procedure will be fatal. On a jet-starter type of carburettor, such as the Solex, or the Zenith as used on Ford Eights and Tens, the net effect is that all the engine suction is bled away through the main carburettor and none is concentrated on the cold-starting system. It is essential that the throttle should be left



completely closed while the choke is in use. With an accelerator-pump type of carburettor, as is used on the Vauxhall range, such "tickling" of the throttle merely ejects live petrol into the manifold and upsets the starting mixture to such an extent that towing is often necessary to clear the surplus fuel.

The analysis on a percentage basis isn't quite accurate, really, for we have omitted the fractional percentage represented by the cases where (a) the petrol had been used to the last drop the night before, (b) the removal of the rotor arm as an anti-theft precaution had been overlooked and (c) the lady had missed the little matter of switching on the ignition!

Perennial Peeve

ONE thing that really does upset us is the way that some manufacturers *will* go on, year after year, using designs which have proved to be failures. A typical case is that of a type of induction manifold which is bound to crack after very short use. There is no need for any equivocation about this; if this particular type of manifold had been designed to crack as early as possible, it could not have been done in a better way.

The different rates of expansion of cast iron and aluminium are so well recognized that it is difficult to understand why a designer should choose to make a long aluminium manifold, anchor it solidly in the middle to a cast iron exhaust manifold, and bolt its extremities, equally solidly, to the cast iron cylinder head. Any thoughtful apprentice would see immediately that as soon as the induction manifold got hot enough, "something would have to go," and, in actual fact, the flanges are wrenched away from the main casting.

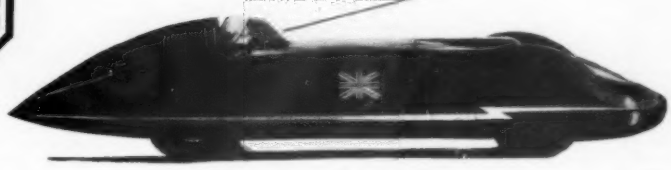
What makes this thing even worse is that we, with limited resources, can effect a complete cure in almost less time than it takes to explain. All that is necessary is the slotting of the flange-fixing holes, and the provision of Thackeray washers which will exert enough pressure to hold the flange in leak-proof contact, but which will allow the manifold to "pull" slightly as it expands and contracts.

TUNESMITH

BRAVO!

21 NEW RECORDS FOR "GOLDIE" GARDNER!

MG



Congratulations from Ferodo Limited to Lt.-Col. "Goldie" Gardner on the outstanding success of his record-breaking runs on the Utah Salt Flats recently.

Here you see him driving the standard 6 cylinder supercharged M.G. in which he made his attempts on Italian and American held records—as well as upon records he held himself!

Bravo! again, Lt.-Col. "Goldie" Gardner and the Nuffield Organisation.

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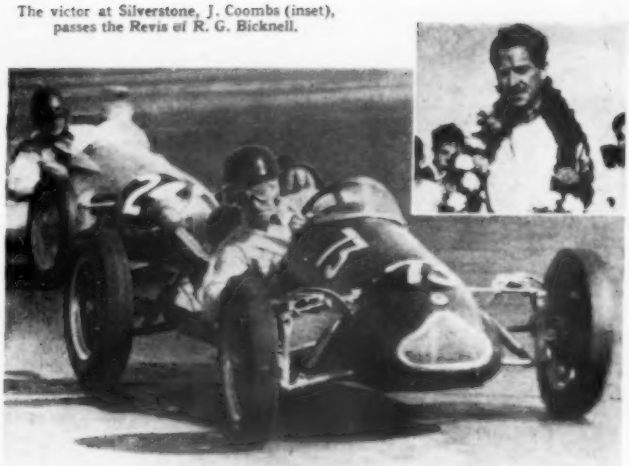
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FORMULA 3 ENDURANCE AT SILVERSTONE

J. Coombs Wins Main Event; F. R. Gerard Second

The victor at Silverstone, J. Coombs (inset), passes the Revis of R. G. Bicknell.



WEATHER is so important at race meetings, and particularly at those on bleak airfield circuits, that last Saturday's really warm sunshine helped to make the Half-Litre club's 100-mile race particularly pleasant; and the endurance nature of the event saw to it that it never lacked excitement.

The meeting started with two ten-lap races, the first for juniors and the second for seniors. I. L. Bueb's Iota won the first, with R. K. Tyrrell second; and Don Parker had his first victory of the day in the senior race, with S. Lewis-Evans on his tail and Webb's Kieft third.

The two heats for the 100-mile race were quickly completed, with K. W. Smith and Don Parker as the two winners. By this time, however, George Wicken had come to grief in the Cooper, and was removed to hospital with injuries to his ribs and jaw.

Thirty cars got away in the final, and after a few laps the field settled down to S. Lewis-Evans, J. Coombs, W. Webb, Don Parker and Bob Gerard, in that order. But after about one-third distance the rot started. S. Lewis-Evans fell out, and Don Parker, who had spun round while leading on the second lap, moved back into the lead in front of Coombs. Then Webb cut through from third into the lead and it was Webb, Parker, Coombs and, after a good gap, Gerard.

This order held for lap after lap, but on the 45th Parker blew up—and four laps later Webb was out! This put Coombs in the lead, and with 14 laps to go Gerard, well back, put on steam. He started gaining on Coombs so that in theory they should finish together. Gerard moved right up on Coombs' tail well before the final lap, but just didn't have the power to get by. A really exciting race, with Truman's Cooper driven neatly into third place.

PROVISIONAL RESULTS

Lap distance 1.608 miles.

Junior Race (10 laps): Iota-J.A.P. (I. L. Bueb), 69.15 m.p.h.; 2, Cooper-Norton (R. K. Tyrrell); 3, J.B.S.-J.A.P. (V. J. Finn). **Senior Race (10 laps):** 1, Kieft-Norton (D. Parker), 71.58 m.p.h.; 2, Cooper-Norton (S. Lewis-Evans); 3, Kieft-Norton (W. Webb). **100-mile Race: Heat 1 (10 laps):** 1, Smith-Norton (K. W. Smith), 70.57 m.p.h.; 2, Cooper-Norton (F. R. Gerard). **Heat 2:** 1, Kieft-Norton (D. Parker), 71.68 m.p.h.; 2, Kieft-Norton (W. Webb). **Final (63 laps):** 1, Cooper-Norton (J. Coombs), 70.25 m.p.h.; 2, Cooper-Norton (F. R. Gerard); 3, Cooper-Norton (D. Truman).

BIG CARS AND SMALL HOLES

THE Felixstowe rally of the Eastern Counties M.C. attracted fifty-seven entries, including a remarkable proportion of XK120 Jaguars. Competitors had a 400-mile route, starting at Newmarket in the evening of August 22 and finishing on the following afternoon. There were tests en route, and at Snetterton circuit a high speed touring test. This was much enjoyed. There was a choice of keeping above a set class speed or of going out for bonus marks by driving very quickly, which, marks or no marks, is always nice.

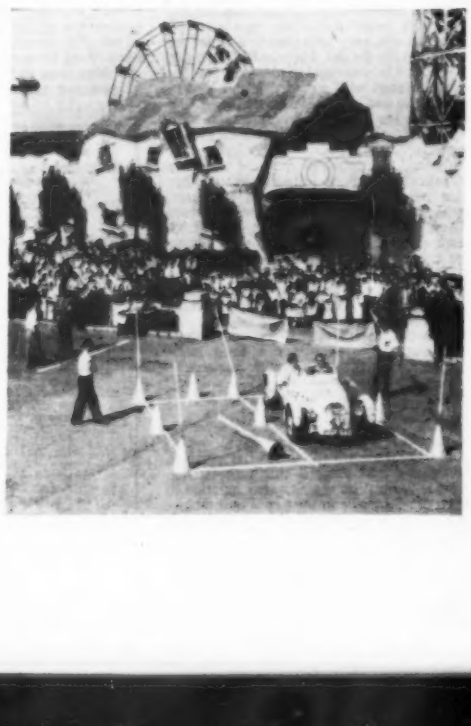
An object of the rally was to establish the winners before the final tests at Felixstowe, which were to serve merely to avoid a number of dead heats. These tests were the usual timed dodging into boxes formed by pylons. Allards and other beamier cars were tilting the pylons about at an unsuccessfully cautious crawl, but the M.G.s and Morgans were in their element. One of the Morgans, driven by Dan Morgan, U.S.A.A.C., represented the many sports cars now owned by American Servicemen in this country.

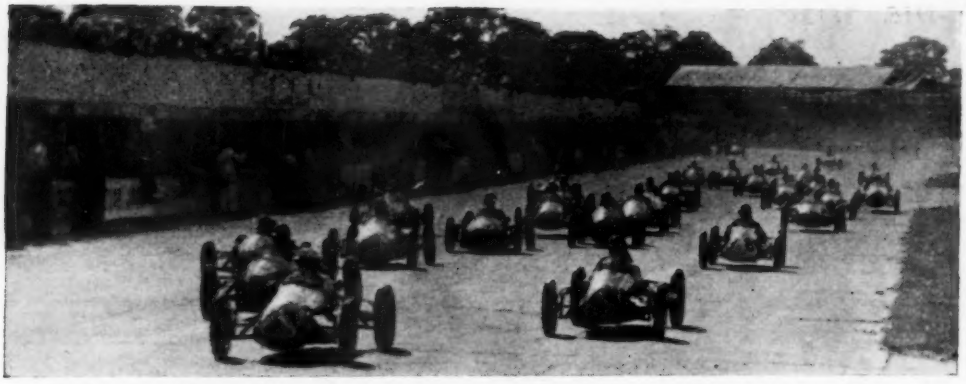
RESULTS

General Classification: 1, Austin A.90 (D. J. Morley), 99 marks lost; 2, M.G. TD (E. S. Ridley), 101; 3, tie between M.G. TD (L. H. B. Hathere[illegible]), Standard (R. G. Barton), Morgan Plus Four (D. Hastings), 106.

Class results.—Up to 1,500 c.c., open: 1, E. S. Ridley; **closed.** 1, R. G. Barton. **Over 1,500 c.c., open:** 1, Morgan Plus Four (A. C. Gordon); **closed:** 1, Vauxhall Velox (F. Holmes). **Best performance in driving tests:** M.G. TD (A. Scott-Brown). **Team prize:** Jaguar (B. Kemp-Place, A. C. Westwood, E. E. Murkett).

F. E. Jarvis (Silverstone Healey) finds a box in the final tests of the Felixstowe rally to be a little snug round the hips. The centre pylon, alas, is just about to hit the deck as a result of his entry.





A massed start is always a thrilling spectacle, and when there is a full field of evenly matched cars it loses nothing though they be small. Here is the scene at the start of the Half-Litre Club's 100-mile race at Silverstone, last Saturday.

THE SPORT

by J. A. COOPER

THE Turnberry meeting was a great success, and the scenery alone makes its site worth a visit. The circuit is a good shape, if a trifle small, and when something has been done about the bumps on the back leg it will be even better. Certainly it was a day full of surprises—but they all added to the interest, and however sorry one is for the unfortunate people who fail to start, or who fall out on the last lap, these things happen in racing and make it what it is.

The B.R.M. at last gained its second long-awaited victory, which must have cheered the hard-working personnel considerably. But at the risk of seeming contentious and harping too much on one theme, I must point out that the old Maserati was very little slower and not far behind at the finish. Moreover, Hawthorn repeated his practice lap time of 1m 16s in the Ferrari with a very sick and incomplete gear box, while the best B.R.M. lap time was 1m 17.6s, or something less than a second slower than Hawthorn's best formula 2 lap with the Connaught. Although the length of the race was only 35 miles, one B.R.M. fell out and the other was not exactly trouble-free; in short, although their thousands of well-wishers will justly celebrate the victory, the B.R.M. team must realize that there is no reason for complacency as yet.

The S.S.C.C. did a very good job of organization and almost all the arrangements worked admirably. The catering and refreshment side might well be looked into, perhaps, and the crowd control after the finish was a little rudimentary; but these are minor matters.

ARISING from the Turnberry meeting, there is another small point which could well be clarified; this is the question of when a race actually finishes. At one time it used to be the accepted practice to keep the course open for a specified time—say 15 or 30 minutes—after the winning car had crossed the line; anyone who completed the full distance within that time was an official finisher, anyone else was just unlucky. But nowadays the form is for the race to finish when the leader crosses the line; the chequered flag is then shown to all competitors who are still running as they come round for the next time, and they are classified as finishers in the order of coming round and of the number of laps they have covered. Sometimes it is specified in the regulations that to be classed as an official finisher a car must have covered a minimum distance, perhaps 75 per cent of the full number of laps, but this is not necessarily done.

Now, several times recently I have noticed the official with the chequered flag signal the winner, and then withdraw it again until he sees the second man, then the third man, and so on until he runs out of patience and stops the lot. This is wrong by any standards, for between first and second there may be several other cars, each some laps behind the leaders; and because they do not receive the flag at that time they put in an extra lap to which they are not entitled. There is the added danger, also, that when they come round again they will still be going flat out, and by then the winner will have stopped and will probably be surrounded by an enthusiastic crowd who stand a good chance of being mown down. No, let us decide on one system or the other, but not try to go between the two; the better course to adopt is the one at present in general use, that everyone after the winner should receive the chequered flag and stop as soon as he likes and certainly after one more slow lap.

IN the eighth and last of the series of Grands Prix de France, which was run last Sunday at La Baule, Ascari scored another extremely easy victory for Ferrari, followed home by Villoresi in the second of the works Ferrari team cars. Farina, in the third, collided with Manzon's Gordini when the latter braked

COMING SHORTLY

AUGUST 30.—Midland A.C. Shelsley Walsh International Speed Hill-climb, near Worcester, 12.30 p.m.

30.—Seven-Fifty M.C. Six-hour handicap Relay race for sports cars, Silverstone, 12.30 p.m.

30-31.—Stella Alpina Rally, Italy.

31.—Grenzlandring races, Germany.

31.—Hagley and D. L.C.C. Speed trial, Westwood Park, Droitwich, Worcestershire, 1 p.m.

31.—Sheffield and Hallamshire M.C. Rally of the Dams, Crosspool Tavern, Manchester Road, Sheffield, 10.30 a.m.

31.—Southern Jowett C.C. Rally, Chalfont St. Peter, Buckinghamshire.

31.—Shepton Mallet and D. M.C. and L.C.C. Hill-climb, Hay Hill, Wells, Somerset, 2.30 p.m.

31.—Plymouth M.C. Allen Trophy Rally, Crapstone, Harrowbeer aerodrome, near Plymouth, 2 p.m.

31.—Alvis Register. Driving tests, Redhill airfield, Redhill, Surrey.

31.—Brent Vale M.C. Driving tests, Lyons factory, Oldfield Lane, Greenford, Middlesex, 2 p.m.

31.—B.A.R.C. (East Sussex Section). Gymkhana, near Stone Cross, Sussex, 2.30 p.m.

SEPTEMBER 6.—Irish Motor Racing Club. International Wakefield Trophy car race, Big Circuit, Curragh, Co. Kildare, 3.45 p.m.

6.—Brighton and Hove M.C. International Speed Trials, Brighton sea front, Madeira Drive, Brighton, 10 a.m.

6.—Sunbac. Race meeting, Silverstone, 1 p.m.

6-7.—Nurburgring 24-hour race, Germany.

7.—Italian Grand Prix and Inter-Europa Cup, Monza, Italy.

7.—Vintage S.C.C. (Midland Region). Madresfield rally, Worcestershire.

7.—Coventry and Warwickshire M.C. Autumn Rally, Attleborough Farm, Water Orton, Warwickshire, midnight.

7.—Newcastle and D. M.C. Rally, Kenton Bar Hotel, Ponteland Road, Newcastle-upon-Tyne, or West Hartlepool, or Eamont Bridge, Penrith.

7.—Sunbeam Rally, Newlands Corner, near Guildford, Surrey.

7.—Veteran C.C. (N.E. Section). Hull to Scarborough rally and concours d'élégance, Ferensway, Hull, 10 a.m.

7.—Chiltern C.C. Amersham concours d'élégance, High Street, Amersham, Buckinghamshire, 2.15 p.m.

THE SPORT . . . . . continued

abruptly to avoid a pool of oil on the course. The Ferrari's exhaust stubs caught Manzon's arm, burning him slightly, but neither driver was more than shaken and they walked back to the pits together. Both the other Gordinis (driven by Trintignant and Behra) fell out with rear axle trouble; Rosier finished third with his Ferrari, Peter Collins and Giraud-Cabantous took fourth and fifth places for H.W.M. Lance Macklin, with the third H.W.M., had a narrow escape when the car lost a front wheel on a corner but slid safely to a standstill without further damage.

The final result of the series of races gives the works Ferrari team the first three places with 54, 26 and 22 points. Then comes a works Gordini with 18, Rosier's Ferrari with 16, the second works Gordini with 12, and in seventh place Peter Collins' H.W.M. with 11 points, a good show against such opposition.

RESULT (race duration 3 hours)

1, Ferrari 1,980 (Ascari), 230.7 miles, 76.9 m.p.h.; 2, Ferrari 1,980 (Villoresi), 225.7 miles; 3, Ferrari 1,980 (Rosier), 222.2; 4, H.W.M. 1,960 (Collins), 220.8; 5, H.W.M., 1,960 (Giraud-Cabantous), 215.5; 6, Maserati-Plate (Crespo), 214.7; 7, Osca (Bayol), 210.7; 8, Gordini 1,500 (Claes), 210.5; 9, Cooper-Bristol 1,971 (Brandon), 204.1; 10, Cooper-Bristol 1,971 (Brown), 163.5 miles. 18 starters.

THE council of the Ulster Automobile Club have now announced that they have regretfully decided not to proceed with the promotion of the Tourist Trophy race this year. This is indeed sad news; it appears that very few entries have been received from other countries, and even the support from our own shores has not been sufficient to give promise of a number of entries which would do justice to a six-hour race. The club wishes to make it plain, however, that, subject to the sanction of the R.A.C., it has every intention of promoting a really bumper T.T. next year.

It is indeed sad that the Tourist Trophy should be one of the casualties of an over-crowded calendar, but that is the main trouble. Naturally, the Ulster A.C. do not wish—and indeed cannot afford—to carry out all the expensive preparation only for the race to fail, and it is better for it to be cancelled now than for that catastrophe to occur. But it is a great pity, and it must not happen again next year.

AS the April meeting of the M.A.C. at Shelsley was cancelled owing to lack of entries, tomorrow's event at 12.30 p.m. is expected to draw a record crowd. Certainly the entries are unusually interesting and, in the 500 class, include Miss Fay Taylour in a Cooper-J.A.P., W. Nicholson in a blown Kieft, and Ken Wharton's very hot Cooper. It will be interesting to see if Fay Taylour can improve on her time of 51½ sec (then a ladies' record) made in 1933. In the 501-1,100 c.c. class, Air Vice-Marshal (Pathfinder) Bennett is driving a Cooper-Vincent and Ken Wharton has entered his blown 996 Cooper with which he holds the Shelsley record.

Basil Davenport's famous G.N. Spider is an old favourite with the Shelsley spectators, P. D. C. Walker's new Cooper has a 2-litre blown E.R.A. engine, Ken Wharton will drive Peter Bell's E.R.A., George Abecassis will drive an Aston Martin DB3 in its Shelsley debut, Dennis Poore will handle his famous Alfa Romeo, and P. D. C. Walker a Jaguar XK120C, also in its Shelsley debut, so that altogether there should be plenty of excitement.

TOMORROW'S Six-Hour Relay Race for sports cars at Silverstone, organized by the 750 M.C., promises to be an even more entertaining event than last year's, and that is saying something. There will be twenty-six teams of up to six cars each taking part; the regulations are refreshingly free and easy, for the only object of the exercise is to keep the team's sash circulating, and the cars may go out in any order for any distance, and come in and go out again as often as desired, while each of the team drivers may drive any of the team's cars. This sounds tremendously complicated, but it isn't, really. The handicapping has been carried out by Charles Bulmer, who made such a good job of the same duty at the Eight Clubs Silverstone meeting some time ago, so there should be no runaway victory. The teams range from 750 formula cars (for which there is a special race within a race, as it were), via Ford Anglias and other devices unaccustomed to such exercise, up to the XK120 Jaguars and Silverstone Healeys; but they are by no means all one-make teams.

The event starts at 12.30 p.m. and finishes, naturally enough, at 6.30 p.m.; admission is not open to the general public, but is free to members and friends on production of the invitation tickets which have been distributed. A car park charge will be made to help to defray expenses.

NOW the struggle for the B.R.D.C. Gold Star is really getting interesting, for as a result of Turnberry and other recent events Stirling Moss has overhauled Mike Hawthorn and leads by four points; 80 points against 76. Equal third are Collins and Leston with 38, and equal fifth are Brown and Wharton with 34.

THE International Speed Trials at Brighton will be run this year on September 6. The course is the same measured kilometre along Brighton's seafront. Rain reduced speeds during the 1951 event, and Archie Butterworth's f.t.d., in the A.J.B. was set up in a spray of water.

Sports cars will be run during the morning, starting at 10 a.m., and racing cars during the afternoon. Each car will be allowed two runs. Included in the racing car classes are those for formula 1, 2 and 3 cars, *formule libre* and vintage racing cars, while there will be a special class in the sports section for Bentley cars. £100 is awarded for f.t.d. (Brighton and Hove M.C., 296-298, Madeira Drive Arches, Brighton).

THE London Rally, to be run by the London M.C. on September 19-20, seems as though it will be a full-to-capacity event. Already over 200 entries have been received; maximum that can be accepted is 300. Ian Appleyard (last year's winner), Mrs. Pat Appleyard, W. H. Waring, George Hartwell, Lorna Snell, Mrs. Nancy Mitchell and Miss Sheila Van Damm are included in the present list. Entries close at midnight on September 6 and should be sent to Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

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A LETTER FROM CHICAGO, ILLINOIS

"Just thought that I would write telling you of my first success of the season. The race was over 50 laps of a typical air-port circuit of 2.1 miles, with three hard right corners, two right bends, one hard left corner and a ¾ of a mile straight-away.

There was a first-class entry, in the main of much bigger-engined cars than the Frazer-Nash, while among the foreign cars were four Ferraris (one 4.1, one 2.7 and two 2-litres) and two Oscas—in other words the competition was there all right.

"The start was a rolling one, and in the ballot I had drawn place No. 12 for position. After one lap I was in third place which I held to the finish, being topped by only the 5.4-litre Cadillac-Allard and the 4.1 Ferrari. One Frazer-Nash started, one Frazer-Nash finished—first in class, third overall.

"I am very happy about this, particularly because, as you know, the engine is still pretty new, but as I sit here writing to you, I realize that it was to a great extent the terrific braking ability of the car and its magnificent road-holding through the corners that allowed me to obtain the result that I did."

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CLUB NEWS

W. Hants and Dorset C.C. The trials season is nearly here again. Regulations are out for that "specialist" event, the Knott Challenge Cup and Southern Inter-Club Team Trial, to be run on Sunday, September 28. For a stiff course of about ten miles on WD land, competitors will start from, and finish at, Bovingdon Camp, Wareham, Dorset. Invited clubs: London, Bristol, Southsea, Sheffield and Hallamshire, Sunbac, Taunton and West of England. (Entries close September 22; R. R. Mountford, 60b, West Cliff Road, Bournemouth.) A speed trial is being run at Ibsley, Hampshire, on September 20.

East Anglian M.C. Starting from Luton and finishing at Clacton-on-Sea, the rally on September 26-27 includes a 269-mile road section, driving tests and a concours. In common with the usual rally practice these days, there will be a night section. Regulations have been planned to give the saloon as much chance of success as the sports car. Invited clubs: B.A.R.C., Eastern Counties, Lancashire, London, M.G., Thames Estuary, West Essex. (Entries limited to 150; closing date September 1; D. U. M. Walther, Chalkney Mill, Earls Colne, Essex.)

Sheffield and Hallamshire M.C. Although regulations have not been published yet for the Buxton weekend, November 1-2, which includes the classic High Peak Trial, organizers are working hard to ensure something unusually enjoyable and tough. The first day will be a curtain-raiser; many new sections have been found in the Buxton area, and it is hoped that the winners will be found on the road section alone. A dinner-dance at the Palace Hotel, Buxton, is being arranged for the Saturday evening.

Nottingham S.C.C. The venue for the meetings on the first Thursday of each month has been changed. Members and friends will now get together at the Five Ways, Valley Road, Nottingham.

Vintage S.C.C. The Midland Region's Madresfield rally and driving tests, to have been held on July 20, was one of the unfortunate "foot-and-mouth" casualties. It will be run now on Sunday, September 7, the same regulations and entry forms to apply. (Mrs. C. R. Southall, Tresco, 33, Alderbrook Road, Solihull, Birmingham.)

Sporting O.D.C. The annual 24-hour rally is an ambitious event, starting at noon on September 20 from the London Gliding Club, 22, Half Moon Street, London, W.1. Driving tests will follow, and then a run at 30 m.p.h. average to Prescott hill, where each competitor will make two timed ascents. Thruxton airfield, near Andover, Hampshire, is the next rendezvous, but a 225-mile observed road section, including difficult hills, will separate it from Prescott. Ten laps of Thruxton circuit must be completed before breakfast is served. (W. Lockhart, 50, Eaton Bray Road, Northall, Dunstable, Bedfordshire.)

Veteran C.C. (N.E. Section). The veteran run from Hull to Scarborough is a staunch annual. Competitors, who choose their own starting point, will rally at Ferensway, near Hull, at 10 a.m. on Sunday, September 7. The run to Marine Drive, Scarborough, will start at 11 a.m. A special souvenir plaque will be presented to each competitor completing the run by 4 p.m. Judging of the *concours* will start immediately the first car has arrived at Scarborough. (D. Robinson, Sarpedon, New Walk, Ferriby, Yorkshire.)

IN BRIEF

Mr. Frank R. Perry has become a director of Stratstone, Ltd., 40, Berkeley Street, London, W.1. He has been connected with Stratstone and Daimler interests for over 20 years.

The first three places in each class in the *News of the World* international nine-hour race at Goodwood were won on Dunlop tyres. K.L.G. sparking plugs were used in the Aston Martin that won outright.

A tour to the Paris Show, departing on October 6 and returning on October 10, has been arranged by James Thorn Tours, Ltd., 9, Elwick Chambers, Bank Street, Ashford, Kent. The inclusive cost is £25

A comprehensive catalogue of fan belts in 70 standard sizes has been published for the trade by the Dunlop company. It lists the 111 types of vehicles to which the belts can be fitted, with details in both code and size order, and cross reference and price charts.

Southern Autos, Ltd., Maison Dieu Road, Dover, have now introduced a caravan hire service. The firm already have a self-drive car hire service, so that now a complete car and caravan outfit may be obtained when required. Continental caravan touring is included in the service.

Mr. D. M. Glover has been appointed chairman of United Lubricants, Ltd. He previously became managing director when Bentley Maudesley and Co., and the Neasden Oil Co. were amalgamated with United Lubricants. Among the group's products is Carburol, an upper cylinder lubricant.

Champion sparking plugs were used in the Jaguar XK120 coupé which averaged over 100 m.p.h. for seven days and nights at the Montlhéry track, near Paris. Throughout the run two-way communication was maintained between car and pits by Pye RT equipment, despite the continuous high speed and the periods of bad weather.

Girling, Ltd., Kings Road, Tyseley, Birmingham, 11, wish to emphasize that genuine Girling brake fluid is sold only in tins, labelled Wakefield Girling Brake Fluid (Crimson). The guarantee covering Girling braking systems may be nullified if any unauthorized fluid is used. It is believed that motorists requiring this product may be misled by an alternative fluid of which the label is very nearly identical

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:

No. 16416. Handbooks Required.

"A.S.D."—1939 Vauxhall Twelve-Four service repair manual.
"C.M."—1934 Morris Ten.
"R.D."—1933 Morris Ten-Six.
"A.D.W."—1936 Series F.6 27 h.p. Oldsmobile.
"A.F.H."—1937 8 h.p. Jowett.
"J.E."—1940-45 Volkswagen.
"A.A.P."—1931 Austin Ten-Four service manual.
"A.K."—1932 M.G. Magna.
"P.W."—1936 Wolseley Hornet Twelve-Six Daytona model.
"R.C.C."—1934 14.9 h.p. Ford.
"K.H."—Willys Jeep.
"H.O."—1939 10 h.p. Sunbeam-Talbot.
"R.G."—1939 12 h.p. Wolseley.
"W.E.W."—1939-47 8.3 h.p. Renault.
"H.M.B."—1934 21 h.p. Talbot service manual.
"R.I.P."—1934 Triumph Southern Cross.

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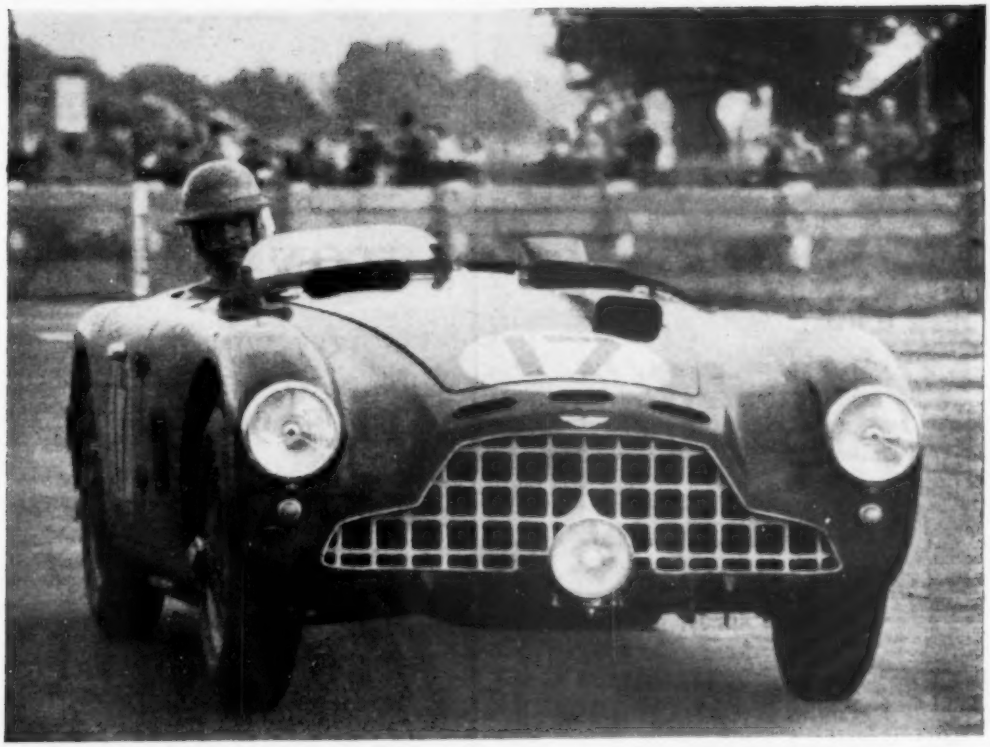
J. B. Swift & C. Heath driving a Jaguar XK120 also took second place in their class.

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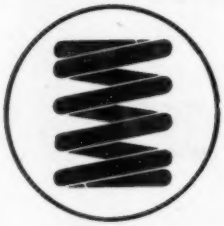
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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A.C.

£295—2-litre A.C. 4-seater tourer, cream, taxed year, excellent throughout.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1950 A.C. sports tourer, black/beige, low mileage, new hood, excellent condition, most attractive car; offers.—Simonds, c/o 8, Queen's Avenue, Dorchester, Dorset. [8695

1950 (May) A.C. saloon, finished steel grey, one very careful owner, under 9,000 miles, this car really is a specimen and is offered at an attractive price, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

XXX 1950 model A.C. 2-litre drop head 4-seater coupe, suede green and chromium, with fawn leather upholstery, radio, pass lamps, a really immaculate example of this rare model, thoroughly recommended and offered with written guarantee by the sole A.C. distributors for London, Middlesex and Surrey, at the attractive price of £1,095; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

A.C. Cars Wanted

A.C. 2-seater coupe or tourer, 1953-6, preferably Wilson gear box, fair condition only expected; reasonable price.—Grosvenor 6297, or write Box 2331. [8898

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CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BARTLETT.—Alfa-Romeo, finest selection always available.—27A, Pembridge Villas, W.11. [C1015

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

ALLARD

RICHARDS & CARR offer:—

£695—1950 Allard drop head, maroon.

£865—1951 Allard saloon, red and black, like new.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

JACK ROSE, Ltd., offer:—

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ACLAND & TABOR, Ltd., offer:—

1952 (June) Allard competition 2-seater J.2, unused, Arden engine, metallic bronze, brown leather; owing to exceptional circumstances car can be offered for £1,450.

WELWYN By-Pass, Herts. Welwyn 481. [C1001

BROOKLANDS: Individuality, new and used.

1952 Allard drop head coupe, blue, blue leather.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Allard 1948 K type 2-seater, recorded mileage 14,000, £475.—27A, Pembridge Villas, W.11. [C1015

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DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6666-9 [C1072

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B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505 [C2040

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BROOKLANDS Alvis Distributors, new 3-litre

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1951 Alvis 3-litre coupe, black, beige.

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1950 Alvis 14hp saloon, grey, small mileage.

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1948 Alvis 14hp utility, attractive body.

ALVIS cars examined and approved by makers.

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1938 Alvis Silver Crest saloon, grey, red leather, excellent condition, £525.

G & R GARAGE, Ltd., 55, Victoria Rd., Surbiton, Embridge 6755. [C2047

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A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [8750

1948 drop head coupe, one owner, H.M.V. radio, maintained by makers, exceptional condition; £825.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

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ALVIS

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1948 Alvis T.A. 14hp saloon, black/brown upholstery, excellent condition, factory reconditioned engine fitted, 3,000 miles since; £850.—G. W. WILKIN Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

A LVIS Firefly 12 (1934) very sound mechanically and presentable appearance, open to good offer.—Fancourt, 174, Rivermead Court, S.W.6. Renown 3294. [6687

£444 !!!—Magnificent 1938 Alvis 20hp 4-5-str drop head coupe, bodywork grey and black cellulose, interior magnificent, whole vehicle outstanding.—Below.

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L AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

A LVIS 3-litre saloon, 1951 (B.M.T.A. consent), grey/maroon twin S.U. carbs., heater, radio, many extras, speedo reading 15,000 guaranteed; £1,625.—C. G. Norman & Co., Ware 221. [8634

A LVIS Charlesworth l.w.b. saloon, 20hp, one owner, chauffeur driven and maintained, 26,000 miles, immaculate; £475.—Dempsey, Bittaford Garage Bittaford, S. Devon. Ivybridge 137. [8953

A LVIS Silver Crest saloon, 1950, reg. 1951, in splendid condition, this car is a bargain, having done only 45,000 miles; nearest to £350.—16, Hasleme Avenue, Hounslow, Middlesex. Hayes 1157 [8663

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

1938 Alvis 12-70 saloon, registered 1939, two owners, black with brown leather, unmarked and in perfect condition throughout, fuel 26 mpg, cruising 50-60 mph, oil 2,000 mpg, owner acquired smaller car; £590.—Box 2286. [8700

TECHNICAL director of an engineering company has for disposal an Alvis Speed 25, identical to car described in "Used Cars on the Road," No. 40, in The Autocar of August 15, first registered June, 1941, two owners only.—For full details and permission to view, please apply Box 2519. [8965

£345 !!!—Alvis Silver Crest 17hp saloon (November, 1938), in Alvis green with beautiful quality leather upholstery to match, a roomy 5-seater car with capacious rear boot, but with true Alvis sports performance; remote control gear change, 100mph speedo., and all modern features, excellent set of Fort Dunlop tyres, outstanding value for money.

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Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914/R

CAMDEN MOTORS urgently require post-war Alvis 14hp saloons and drop head coupes. Particulars and price required to

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AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May 6266

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SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

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FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0653/R

DISMANTLING Alvis 20, 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 4601). [0423/R

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0070/R

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JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

METCALFE & MUNDY always have a good selection of post-war American cars.

METCALFE & MUNDY, 260, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£599 !—1947 (reg.) American Ford V-8, 30hp saloon, right-hand drive, leather upholstery, large 6-seater, mouth-organ front, a beautiful looking vehicle; 3 months' guarantee; hire purchase; exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

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SIMPSON'S MOTORS offer:—

1951 Buick saloon, radio, heater, all extras, low mileage.

1949 Chevrolet saloon right-hand drive, all extras.

1949 Chevrolet saloon, very good condition throughout, comparatively low mileage.

1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.

1951 Ford saloon, all extras, fitted with ovedrive.

1950 Ford station wagon, full de luxe, all extras, grey and maplewood.

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.

1950 Ford six, excellent condition, cream, fitted with seat covers and extras.

1947 6 Oldsmobile convertible, hydramatic drive, very good condition, all extras.

1948 Packard convertible, electrically operated hood, windows, all extras.

1951 Pontiac saloon, radio, heater, seat covers, low mileage.

1952 Studebaker Champion, 4-door, overdrive, extras, left-hand drive.

1950 Studebaker Champion, right-hand drive, all extras, grey.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 6691/3905. [C4015

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1948 Chevrolet Fleetmaster 6-seater 4-door saloon.

1947 Chevrolet Stylemaster drop head foursome coupe.

1949 Buick Super 8 6-seater saloon, all extras.

1949 Buick Super 8 6-seater drop head coupe.

1947 Buick Roadmaster 4-door saloon, all extras.

1949 Oldsmobile 8 6-seater drop head (convertible).

1947 Packard de luxe Clipper saloon.

1948 Packard 8 saloon, with overdrive, etc.

1947 Plymouth 6 special de luxe saloon.

1947 Chrysler Windsor 4-door 6-seater saloon.

1947 Mercury 6-seater drop head coupe, electric hood, etc.

1948 Studebaker Champion 6-seater saloon.

FOR details and prices of above, write, call or 'phone Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 2588. [C1027

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 6691/3905. [W4015/R

AMERICAN post-war car required.—Bartlett, 5, Widdicombe Ave., Parkstone, Dorset (Canford Cliffs 771641) [8706

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley Lancaster saloon, black, one owner, mileage under 12,000, as new; £1,325.—184, Gt. Portland St., W.1. Museum 1001. [C5039

CAR MART, Ltd.

1950 (Dec.) Armstrong Siddeley Hurricane drop head coupe, heater, 12,000 miles; £1,025.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

GUY SALMON AUTOMOBILES offer:—

1948 Armstrong Siddeley Typhoon, black and grey, blue leather; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOE THOMPSON (MOTORS) Ltd., offer:—

1950 (September) Armstrong Siddeley Hurricane, 18hp, synchromesh, one owner, colour beige; £975.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1948 Armstrong Typhoon sports sal., fawn/brown, heater, ex. cond., 20,300 miles.

TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5358 [C4029

ARMSTRONG Lancaster saloon, 1946, genuinely good condition, recently overhauled. £675.—Box 2274. [8662

1950 (July 21st) Hurricane 18hp, 13,500 miles, all new tyres perfect; best offer.—Box 2209 or 3281 Duffield. [8530

1948 (Dec.) Armstrong Siddeley Typhoon saloon, black, red leather upholstery, radio, heater, one owner, specimen condition.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 (October) Armstrong Siddeley Lancaster saloon, 5,000 miles; £1,450.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

ARMSTRONG SIDDELEY 14hp 1936 saloon, in exceptional condition, under 30,000 miles, reconditioned engine; £275.—Station Garage, Fleet, Hants. Tel. Fleet 113. [8675

1948 Armstrong Siddeley Typhoon for sale, 25,000 miles, showroom condition throughout; £685.—Blue Star Garages, 564, Kensington High St., W.14. Western 9851. [8874

ARMSTRONG SIDDELEY

545 ons.—Armstrong Siddeley, June 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, excellent condition; terms, exchanges.—Rowland Smith.—Below.

185 ons.—Armstrong Siddeley, June 1952, 14hp de luxe 4-door saloon, grey, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1938 Armstrong Siddeley 16 de luxe saloon, recently overhauled at a cost of £140, colour blue, with blue leather upholstery, five practically new tyres; £345.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2048

1940 Armstrong 16 saloon, excellent condition, new engine and tyres, gear box overhauled, fitted Oyler seat covers, £495, or offers.—Wheelers Motors, Tunbridge Wells 3255. [8870

1948 (May) Armstrong Siddeley Lancaster saloon, perfect condition, regularly serviced, one owner who has just received new car; £695.—Hinds (Offices), 261, Goldhawk Rd., W.12. Riverside 2951. (Home) Pachesham Lodge, Leatherhead, Oxshott 2525. [8611

CAMDEN MOTORS.—Armstrong Siddeley 18hp Whitley 4-door saloon April, 1951, mileage 15,000 (absolutely genuine and guaranteed by previous owner), a very beautiful car, synchromesh gears, radio and heater, offered with a written guarantee at the most attractive price of £1,195.

CAMDEN MOTORS.—Armstrong Siddeley 18hp Lancaster 4-door saloon, 1950, in grey, another fastidiously maintained car in our usual exclusive condition; £895.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Typhoon sports saloon January, 1948, maroon with stylish leather upholstery to match, extremely good condition, new set of Fort Dunlops; £695.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane drop head foursome coupe July, 1946, engine reconditioned and bills available for £70 overhaul, specially recommended at £565.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any parts of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

Armstrong Siddeley Cars Wanted

CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—520, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916/R

ARMSTRONG, in good condition for cash.—Tel. Valentine 2098 or 4674. [8445

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15 [0183/R

XXX Cash immediately for good Armstrong Siddeley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7845. [0601/R

CAMDEN MOTORS urgently require 1946-49 Armstrong Siddeley Lancaster saloons, and also a small mileage Whitley.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0235/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

ARCOT ENGINEERING preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhaul service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7501. [0644/R

BIRMINGHAM Joint distributors spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works: Hanley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6219. [0602/R

CENTRAL GARAGE, Croydon distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [C1042/R

EPSOM, Surrey.—Armstrong Siddeley authorised dealers offer spares and service to all owners of Armstrong Siddeley cars; open 7 days a week; Armstrong Siddeleys also available for self-drive hire.

WILKINSON AUTOMOBILES & COACHWORKS, Ltd., 1-5, Dorking Rd., Epsom 3901-2-3. [0535/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

ACLAND & TABOR, Ltd., offer:—

1952 (Feb.) Aston Martin D.B.2 saloon, green, one owner, speedometer 4,000 miles, as new; £2,725.

WELWYN Br-Pass, Herts. Welwyn 481. [C1001

ASTON MARTIN D.B.2, new Easter this year, colour ivory; £3,000 or near offer.—Box 2275. [8674

BROOKLANDS: Aston Martin distributors; buy or sell your car.—103 New Bond St., London, W.1. [C1029

1939 Aston Martin, 2-litre, short chassis, over £700 spent on it during last 3 years; £650; terms arranged if necessary.—Hunts Motor Co., St. Neots. [8475

Aston Martin Cars Wanted

WANTED privately, post-war Aston Martin; immediate decision, cash.—Acres Cottage, Sonning-on-Thames. Tel. 2345 Sonning. [8642

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ROWLAND SMITH'S. The Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-5. [0196/R

AUSTIN SEVEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 registered Austin 7 Nippy 2-seater sports, finished British racing green, down-draught carburettor, very sound mechanically, new hood and screens, nearly new tyres, fast and economical; 199gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

AUSTIN 7 2-seater, 1937, reconditioned engine and transmission, immaculate; £225.—2, Ilchester Mansions, Abingdon Rd., London, W.8. [8840

£225.—1937 Austin Ruby saloon, engine overhauled.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

225 gns.—Austin 7, 1936 model, Nippy sports 2-seater, black, maroon wheels, leather upholstery, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

195 gns.—Austin 7, 1937, Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith.—Below.

145 gns.—Austin 7, May 1936, Ruby de luxe saloon, maroon, sliding head, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S. the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN EIGHT

CAR MART, Ltd.,

LONDON Distributors.

1947 Austin 8hp saloon, 19,000 miles; £575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon £475.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Austin 8 saloon, one owner, taxed; at bargain price, £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084/5. [C2054

AUSTIN 8 tourer, regd. 1947, just overhauled new engine; £275.—Hurstway 1666. [8943

1939 Austin 8 4-door sun saloon; bargain £295. —A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1947 Austin 8hp de luxe saloon, 4-door, black/brown leather, sliding head, exceptionally clean, any inspection; £475.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S. the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

AUSTIN TEN

ACE SERVICE STATION (LONDON), Ltd., offer:—

1947 Austin 10, very nice car; £525

NORTH Circular Rd., Stonebridge Park, N.W.10. Elga. 5585 (5 lines) [C1000

AUSTIN TEN

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1935 Austin 10hp foursome drop head coupe, grey and black, brown hide upholstery, coachwork and tyres excellent, well maintained by late owner; £245 —The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1935 (Nov.) Austin 10 saloon, taxed; £235.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593 [C4050

1936 Austin 10hp 4-seater, drop head Cabriolet. £225.

1947 Austin 10hp saloon; £515.

COGGER & HAWKINS, Ltd., Walton St., Aylesbury. Tel. Aylesbury 700. [8282

1947 Austin 10 saloon, taxed; £450. See also our advertisement on page 39.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

AUSTIN 10, 1938, excellent condition; £350 or near offer or would consider exchange for Rover 10 same year.—Tel. after 6 p.m. Enfield 4656. [8672

1939 (July) Austin 10 Cambridge de luxe saloon, taxed year, one owner, good throughout choice of two; £525.—The Motor Mart, Manchester Rd., Ince, Wigan. Tel. Wigan 44750. [8847

495 gns.—Austin 10, 1946, de luxe 4-door saloon, black sliding head, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

225 gns.—Austin 10, 1935, Colwyn cabriolet, black, green leather, one careful owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

£495.—1946 Austin 10, black with blue leather upholstery, maintained in new condition; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

£450.—Here's another! 1946 Austin 10, black, brown hide, immaculate condition, taxed, bargain.—Bray Motors, 189-194, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Cambridge de luxe saloon, black, conscientiously owner maintained, excellent condition throughout, good tyres, batteries, taxed year, airhorns, reason new car; £260.—Stillard, 33, Walnigham Gardens, Stoneleigh, Ewell. Evenings or weekends. [8705

Austin Ten Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S. the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920/R

JACK POZNER AUTOMOBILES require Austin 10s urgently.—Hendon 1423-4 [C3063

GRIMSHAW LEATHER OF SUNDERLAND. Tel. 57191/2, will purchase cars in really good condition; our buyers, covering the Northern Counties, will settle on the spot; contact us now!—Southwick Garage, Sunderland. [8649

AUSTIN A40

ACRES offer:—

CHOICE of 4 1949 Austin A40s in excellent condition; from £600

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909 [C1002

CAR MART, Ltd.,

LONDON Distributors.

1950 Austin A40 saloon, radio, heater, 11,000 miles, £845.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1950 A40 saloon, fitted radio and heater, maintained by us; £795.

1949 A40 Devon saloon, carefully used; £725.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

MCKINNON MOTORS, Ltd. offer:—

1949 (Oct.) Austin A40 Devon saloon, grey, beige leather, taxed Dec., 17,000 miles only, outstanding condition, one owner; £750

1950 (May) Austin A40 Devon saloon, grey, blue interior, sliding roof, radio and heater, taxed Dec., one owner, 16,000 miles only; £850.

1950 (Sept.) Austin A40 Devon saloon, grey, blue interior, sliding roof, radio and heater, Ace rimbellishers, 2 spot lamps, loose covers, one owner, 16,000 miles only; £875.

A.80, coming in, Sept., 1951, with the gear change under the steering wheel; £975

SIX months' guarantee; trade enquiries welcomed

MCKINNON MOTORS, Ltd., "Lancham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 model Austin A40 Devon saloon, beige, heater, exceptionally sound car; £695.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1949 Austin A40, fitted radio and heater; £650.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5356 and 5858 [C1008

AUSTIN A40

1950 (June) Austin A40 saloon, 12,000 miles; £785. —Ernest Sutton, Tel. Rogate 4. [C4023

£825.—Austin A40 saloon, 1950, black exterior, beige leather upholstery, many extras.

FERRARIS OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2001

1949 Austin A40 Devon saloon, fitted radio and heater, colour blue, immaculate condition, £745.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Fremantle 6401. [C4056

1949 Austin A40, first-class condition throughout, £675.—Blue Star Garages, 364, Kensington High St., W.14. Western 3951. [8875

1951 A40 (B.M.T.A. permission).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1949 (Sept.) Austin A40 saloon, s.t., green with beige leather, one owner, 25,000 miles only; £675.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [8906

£735 !!!—1949 Austin A40 saloon, sliding roof, heater and radio, blue, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1950 model A40 Devon saloon, grey, brown leather trimmed, heater, one owner only, taxed £685.—King's Motors, 1, High St., Hounslow. Tel. 5552. [C2041

NAYLOR & ROOT.—1949 Austin A40 saloon, green beige, attractive and economical; £725; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3032

1951 A40 Countryman, 11,000 miles; subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

ARCHIE SIMONS & Co., Ltd.—1951 Austin A40, fitted with most attractive wooden coachbuilt van body, one owner since new, nominal mileage; £545.—94, Gt. Portland St., W.1. Lan. 1345 [C4015

£625 !!!—Austin A40 saloon, green paintwork unmarked, interior leather like new, fitted heater, taxed year, perfect runner, this car just cannot be faulted.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

595 gns.—Austin A40, February 1949, Devon 4-door saloon, blue, sliding head, blue leather, radio and heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S. the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

URGENTLY required, good late model Austin A40, immediate cash.

LEE GREEN MOTORS, 545-5, Lee High Rd., S.E.12. Tel. Lee Green 1584. [C2056/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CASH buyers of good Austin A40s distance no object. —Hattons, Lord St., Southport. [0786/R

AS new, post-war Austin A40 required.—30, Byecroft Rd., S.W.16. Tulse Hill 2768 (days). [0725/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 5051. [W3045

WANTED, Austin Somerset, new factory condition with minimum mileage, must have B.M.T.A. Consent; accept balance Covenant.—Box 2271. [8656

AUSTIN TWELVE

1939 Austin 12hp Ascot de luxe saloon; £575.

COGGER & HAWKINS, Ltd., Walton St., Aylesbury. Tel. Aylesbury 700 [8281

1939 Austin 12 de luxe, grey, taxed; £550, o.n.o. Whitstable 3750 (evenings). [8828

1947 (Aug.) Austin 12 saloon, black, one owner, R.M.V. radio, exceptional condition; £625.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5031

1939 Austin 12/4, excellent condition throughout, bargain; £265.—8, Law St., Dudley Hill, Bradford. [8850

1939 Austin 12 saloon, good condition, taxed to Dec.; £250 or consider £150 down and £11 monthly.—7, Radcliffe Rd., Croydon 1505 (private). [C204]

L. F. DOVE offer 1938 Austin 12 de luxe saloon, black/brown leather, beautiful car throughout, £365.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1939 Austin 12 Gordon 4-door d/h saloon; to clear, £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Austin 12 saloon, one owner, black with brown, small mileage; £575.—Broadway Motors, 67 High St., Hounslow. Tel. 0175. [C1028

525 gns.—Austin 12, May 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

EXCEPTIONAL Austin 12, year 1946, extras include radio, heater, twin chromium Windtones, and twin spot lamps, Prin filter, reversing light, plated discs, blinker trafficators; brand new steering and clutch, tyres unworn, mechanically excellent; many new spares; £625.—Marsh, Wood St., Wollaston, Stourbridge. [8615

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

AUSTIN SIXTEEN

MONTROE MOTORS offer:—

1948 Austin 16 saloon; £625.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

GATEHOUSE MOTORS offer:—

1936 Austin 16hp saloon, long chassis, in excellent condition; £250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

ARTHUR MULLINER, Ltd. offer:—

1948 (Nov.) Austin 16hp saloon with sliding head, black with brown leather upholstery, well maintained, one owner, mechanically sound and in excellent condition throughout. Selected from a complete range of Austin post-war models, more and more discriminating motorists are turning with confidence to a Mulliner-conditioned and fully guaranteed nearly new car; why not contact us without delay? [C5019

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907.

BLUE STAR GARAGES, Ltd., offer:—

1949 (March) Austin 16, really immaculate motor car; £625.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1946 Austin 16 saloon (choice 2); to clear, £500.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUSTIN 16 Goodwood saloon, 1938, material upholstery; £250.—Salcott Motors, 1a, Salcott Rd., S.W.11. Batt. 1187. [C4000

1947 (November) Austin 16 26,850 miles, black and brown, in excellent condition, 6 months' warranty; £525.—Haskins, Ladbroke 1155. [C3027

1948 Austin 16 de luxe saloon, one owner, new engine, radio, heater, taxed; £500.—Chain Garages, Ltd., Hanger Lane Junction Western Ave., Ealing, W.5. Perivale 4404-5. [C1043

8000 miles only.—One owner 1949 Austin 16 big-body saloon black/brown leather, condition literally as new and mileage guaranteed, sold new and maintained by ourselves; £795.
L. F. DOVE, Ltd., Guildford Rd., Woking, Surrey. Tel. Woking 1282. [C1078

595 gns.—Austin 16, 1949, de luxe saloon, grey, sliding head, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HIRE Limousine 1950, partition, 7-forward, leather, low mileage, black, reasonable cost.—A. & S. 2 Providence Court, Grosvenor Square. 2941-Mayfair. [C1006

Austin Sixteen Cars Wanted

T
H
E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212
[0955/R

AUSTIN 16, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8446

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

HIRE Limousine urgently required 1950/51, low mileage.—A. & S. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

1952 A90 sports saloon, fitted heater, taxed, ready for the road; £1,444.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN A70 & A90

ACRES offer:—

1951 Austin Atlantic saloon, finished in black, light fawn leather upholstery, heater and radio, speedometer reading 10,000 miles, undoubtedly genuine; this magnificent vehicle is unmarked and indistinguishable from brand new; first £975 secures.

1950 Austin A70, finished in black, with grey leather upholstery, heater and radio, speedometer reading 16,000, undoubtedly genuine; this magnificent vehicle is practically unmarked and a bargain at £750.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.,
LONDON Distributors.

1951 Austin A90 saloon, heater, 9,000 miles; £1,075.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A90 sports saloon black with red upholstery, radio and heater, recorded mileage 8,000; £1,045.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 saloon, beige, brown leather, radio, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4045

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 (late) Austin A90 power-operated convertible, ow mileage; £885.
NORTH Circular Rd., Stonebridge Park, N.W.10. Ele t 5565 (5 lines). [C1000

CHARLES FOLLETT, Ltd., Sole Distributors for Lea-Fran is London and Home Counties, offer:—

1952 Austin A90 saloon, black, red leather, one owner, 5,000 miles, as new; £1,125.
OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

1949 Austin A70 saloon, fitted heater and radio, colour black.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1952 Austin A90 saloon, black, 4,000 miles; £1,150.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076

£745—Austin A70 saloon (December), 1949, black, brown leather, sun roof, heater, one owner, excellent, 30,000 miles.
CLARKE & SIMPSON, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1952 (June) 490 miles only.—Austin Hereford saloon, B.M.T.A., unsecht, controlled price.—Ernest Sutton. Tel. Rogate 4. [C4023

1949 Atlantic A90, power top, 20,000 miles, blue; £750.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

FASTIDIOUS private owner offers 1950 (Nov.) A70 saloon, mileage under 10,000, radio, heater, as new; £925, or exchange 1952 A90 saloon.—BM-SLIE, W.C.1. [8736

1950 A90 convertible, power hood, radio, heater and tonneau cover, olive green, in sound mechanical condition; £625.—Uttley, Beech St., Halifax. Tel. 2542. [8844

1950 (June) Austin A70 de luxe saloon, low mileage, fitted extras, beige, with brown upholstery as new; £925.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

1952 Austin A90 Atlantic saloon, grey, covers, wireless, 4,500 miles; £1,150; consider d.h. in exchange.—Bovett, Woodhall Park Grove, Shadingley, nr. Leeds. Pudsey 2064. [8848

1950 Austin A90 Atlantic convertible, 14,000 miles, 6,000 miles, 1950 Austin A40 saloon, sun roof, radio, etc.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

1950-51 (Nov., 1950) Austin A70 saloon, one owner, sun roof, radio, heater, taxed year, black and brown leather, immaculate condition; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

1951 (January) Austin A90 all electric convertible, one fastidious owner, 12,000 miles only, radio, heater, other extras, Austin service, in impeccable condition to the last detail, a rare car; £925.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165 [C1016

Austin A70 and A90 Cars Wanted

T
H
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CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212
[0353/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0381/R

1950 Austin A70 saloon required.—Durngate House, Winchester. Tel. Winchester 4509 after 7 p.m. [W1010

AUSTIN EIGHTEEN

AUSTIN 18 saloon, 1935, coachwork and interior immaculate, excellent mechanical condition. Ace discs, taxed; £215.—Tudor 3354. [8660

225 gns.—Austin 18, 1936, Hertford de luxe saloon, blue and black, sliding head, blue leather, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eighteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

1938 39 privately owned Limousines also 7-passenger Saloons urgently required.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

AUSTIN TWENTY-EIGHT

AUSTIN Ranelagh limousine, first registered 1941, low mileage and in first-class condition throughout; £695; seen by appointment.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0596.

LIMOUSINES Ranelagh, 1939, partition, forward occasionals, leather, certified mechanically, moderate mileage, bargain value.—(Fifty Limousines—Lists posted).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

ACRES offer:—

1949 Austin Sheerline saloon, finished in black, light fawn upholstery, heater and radio, positively unmarked and in magnificent condition throughout, first £1,050 secures.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.,
LONDON Distributors.

1952 Austin A135 Princess saloon, radio, heater, 12,000 miles; £1,695.

1951 Austin A125 Sheerline 7-seater limousine, radio, heater, 7,000 miles; £1,475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A125 Sheerline saloons and limousines, now available for immediate delivery, best part exchange allowance for your present car; H.P. terms available.

836 High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A135 Princess saloons, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available.

836 High Rd., N.12. Hillside 0024. [C2027

ACLAND & TABOR, Ltd., offer:—

1949 (July) Austin Sheerline saloon, black, beige leather, heater, radio; £875.
WELWYN By-Pass, Herts. Welwyn 481. [C1001

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline, black, immaculate; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Sheerline, 11,000 miles, grey, with grey upholstery.—Tel. Radlett 5661-6. [C4008

BROOKLANDS: Individuality, new and used.

1952 Austin Sheerline saloon, grey, radio.

1951 Austin Sheerline limousine, mileage 2,500.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1952 Sheerline saloon, fitted heater, radio, taxed, ready for the road; £2,282.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

CHARLES FOLLETT, Ltd., Sole Distributors for Lea-Francis London and Home Counties, offer:—

1952 (March) Austin Sheerline saloon, metallic blue, grey leather, one owner, 4,900 miles only, as new in every respect; £1,750.
OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

1950 (Oct.) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, one owner.
W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 (March) Austin Sheerline sal., 600 miles, metallic green, grey leather, one owner, as new.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. [C4029

FUNERAL HEARSES Built in our Factory, supplied direct from premises to purchaser's address. All enquiries:—
HEARSES, Alpe & Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. [8728

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1950 Austin Sheerline, black beige, immaculate; mileage 15,000; £1,050; terms arranged. Tel. Leamington 108. [8255

1949 Sheerline, colour black, immaculate; £850.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1951 Austin Princess saloon, grey, mileage 10,300, heater, radio, nylon front seat covers and other extra fittings, one owner, immaculate, unmarked as new; price £1,600.—Box 2167. [8394

PRINCESS saloon, first registered 13.12.50. Vanden Plas, body, dark maroon, mileage 14,597, radio, twin speakers, heater, loose covers, etc., in really splendid condition, one driver only; price £1,495.—Twickenham Gravel Co., Ltd., Feltham 2659. [8364

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0552/R

CAMDEN MOTORS urgently require a 1949/50 Austin Sheerline saloon. Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

AUSTIN MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—
NEW Austin 16hp hire cars. Now available for immediate delivery. Best part exchange allowance for your present car, h.p. terms available.—Tel. **836** High Rd., N.12. Hillside 0024 [C2027

Austin Miscellaneous Cars Wanted

B. J. HUNTER, Ltd.
1950 Austin Sheerline wanted, low mileage preferred.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S.
ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926/R

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058/R

HATTONS, of Lord St., Southport will buy Austins, 1938 to 1950, 6 to 16hp, in condition above average. [0788/R

WEYBRIDGE AUTOMOBILES Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 253. [0541/R

Austin Spares and Service

AFIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414/R

NORMAND, Ltd.
THE best service only highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.
AUTHORISED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.
LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [6852

FOR Austin spares and replacement units.—Sands, Burnham, Bucks, 84. [0305/R

FRICKERS, of Holland Park, for Austin spares and service.—26, Holland Park Ave. (next door to Underground). Park 5077. [8201G

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769 [0448/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155 [0184/R

Austin Spares and Service

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2620. [0729/R

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0005/R

WEST LONDON.—Rogers Garage; repairs and service; W stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [8504/R

AUSTIN spares for cars, vans and commercial vehicles. —J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

BENTLEY (3½- & 4½-litre)

C
M
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CAR MART, Ltd.
1951 Bentley Mark VI standard steel saloon, black with brown leather upholstery, 13,500 miles, in exceptional condition, passed by manufacturers; £4,250.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [C1039

H. R. OWEN, Ltd.—Send for full details of first-class used Bentley cars available.—17, Berkeley St., London, W.1. Tel. Mayfair 9060. Proud Member of the Swain Group. [C3032

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THE leading Northern Bentley specialists.
HAVE a very fine selection of post-war Bentley cars from £2,350.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

FOX & Co., Ltd.
STANDARD Mark VI Bentley saloon, 4¼-litre (big bore), late 1951, grey and black, only 4,000 miles, condition as new.—Truste) Sale, 5-5, Burlington Gdns., W.1. Reg. 7687. [8651

R. J. FUGGLE, Ltd.
1950 (November) Bentley Mark VI standard steel saloon, black and grey, maroon upholstery, genuine mileage 2,500.
1937 Bentley 4½ Hooper 4-door saloon, complete history, genuine moderate mileage, in faultless condition throughout; £1,650.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

RUSSELL MOTORS offer:—
1937 4¼ Bentley K.T. Series fixed head coupe by Van Vooren, radio and heater, Marchal lamps, £1,525, any trial or examination.
1935 3½-litre Bentley Park Ward special 4-door saloon, exceptional car; any trial or examination.
1934 3½-litre Bentley Barker 4-door saloon, new tyres, excellent throughout; £765; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9255. [3060

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used Bentley and Rolls-Royce cars a 1951 Bentley Mark VI standard saloon, metallic grey, low mileage (remaining period of covenant to be signed); full details on request.—Audley House, North Audley St., W.1. Mayfair 5242-5-6. [C3050

BENTLEY (3½- & 4½-litre)

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JACK BARCLAY, Ltd.
LARGEST official retailers of Bentley and Rolls-Royce. L stock list of used models on request to
12-13 St. George St., Hanover Sq., London W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd.
[0062/R

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1948 4½-litre Bentley Mark I Countryman saloon, colour grey with walnut veneered side panels, red leather upholstery with cream piping, washable roof lining and many extras; chassis No. B.397-BO, speedometer reading 28,000 miles; in very good condition.
HAROLD RADFORD & Co., Ltd., Melton Court, 30a, South Kensington, S.W.7. Tel. Kensington 6442 (5 lines). [C3047

MASCOT MOTORS, Ltd., offer:—
1934 3½-litre Thrupp & Maberly sports saloon.
MASCOT MOTORS, Ltd., 257/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C3007

MANN EGERTON & Co., Ltd., offer:—
1949 (Nov.) Bentley Mark VI standard steel saloon, 50,000 miles, midnight blue with blue leather upholstery, the whole car in magnificent condition; £3,500.
14 Berkeley St., London, W.1. Regent 2075. [C2006

LARGE stock o. 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096/R

1939 Bentley 4¼ sports saloon, with overdrive £2,250.
EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1, Sloane 1355, 1709. [7649

1939 Bentley (June) 4¼-litre MX series Park Ward sports saloon; £1,975 or offer; part exchange.
GEORGE NEWMAN & Co., 365, Euston Rd., N.W.1. Euston 4466. [C3025

1950 (late) Bentley Mark VI std. saloon, black/brown, 14,000 miles, choice of two; from £3,650.
THE above cars have been serviced by Messrs. Bentley Motors, Ltd.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M/cr., 19. Rus. 2874/5. [8751

1947 Mark VI Bentley saloon, 28,000 miles, excellent history, £2,450.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8917

1948 (Feb.) Bentley Mark VI standard steel saloon, 44,000 miles.—Ernest Sutton, Tel. Hogate 4. [C4025

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—
GROSE, Ltd., Northampton. Tel. Northampton 4543. [5440

3½-litre Bentley tourer, 1934, single owner, condition superb throughout, only 65,000 miles; £950.—Box 2545. [6949

SPORTS 2-door 3½-litre Saloon, boot, splendid condition, exceptional bargain, £965, A. & S., 2 Providence Court, Grosvenor Square, Mayfair-2941. [C1026

3¼ Bentley 1936 saloons, 1 Mayfair 2-door, 1 Wm. 3½ Arnold 4-door, both beautifully maintained, very reasonable prices, exchanges, terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024/1

1937 Bentley 4¼, Gurney Nutting streamlined saloon, silver grey, excellent car, low price, exchanges, terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024/2

1936-7 (Sept. 1936) Bentley 4¼, Barker 2-door sports saloon, splendid car, low price, exchanges, terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024/3

1950 Bentley Mk. VI sal., colour mistletoe green, 26,000 miles, one owner, H.M.V. radio, 100% condition.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3534.

BENTLEY Mark VI, February 1952, standard steel saloon, two-tone grey with light blue, very small mileage; B.M.T.A. release.
EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Bentley retailers and repairers, reliable used cars in stock. [6058

1949 (Aug.) Bentley Mk. VI steel saloon, olive green, 41,000 miles, perfect condition, £2,950, seen London.—Box 2510. [8831

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer at keenly competitive prices the following:—
1950 Bentley Mark VI standard steel saloon, two tone grey, slate blue hide, one owner, chromium plated removable luggage carrier, just decarbonised and completely checked, £5,450.
1950 Bentley Mark VI standard steel saloon, midnight blue, beige hide, one owner; £5,495.
OVERDRIVE Bentley 4¼, sedanca coupe by James Young, black, completely reupholstered, outstanding condition; £2,050.
BECAUSE we supplied all the above cars new, we can offer them with great confidence and give history.
OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. May. 6266.
SERVICE WORKS & STORES, Barnsdale Yard, 76, Elgin Ave., W.9. Cun. 5956. [C2110

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

41 Bentley 1937 Vanden Plas 4-door 4-5-seater drop head, reasonable price, splendid history, exceptionally pretty car; exchanges, terms.—SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

1948 Bentley Mk. VI standard steel saloon, black with fawn leather, modifications and extras, unlet imshed; £2,950.—Box 1713. [7179

1952 (May) Bentley Mark VI 4½-litre steel saloon, black with maroon leather, 500 miles, as new, immediate delivery, balance of covenant.—ROBBINS 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [8567

1949 (Nov.) Bentley Mk. VI steel saloon, black with beige leather upholstery, 24,100 miles, condition as new, £2,950.—Linkside, Links Rd., Worthing, Swandean 608. [8605

1935 Bentley 3½-litre close coupled sports saloon by Gurney Nutting, immaculate condition; £945.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Cro. 7464. [C1042

1935 Bentley 3½-litre Thrupp & Maberly sports saloon, one owner, 82,000 miles, very good history; £935.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8566

1935 Bentley 3½-litre sports saloon by Thrupp & Maberly, in very nice condition throughout; £950, terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Tel. Reliance 4016. [8883

1937 Rolls-Bentley 4¼-litre 4-door touring drop head coupe by Vanden Plas, one fastidious owner; £975.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [C4016

1950 Mark VI Bentley, offers invited for standard steel saloon, black, leather upholstery and loose covers, immaculate condition.—Apply Fifield, 139, Clapham Rd., London, S.W.9, or Tel. Reliance 1291. [8727

1950 (May) standard saloon, 16,000 miles, spare unused, black with grey leather, definitely unmarked throughout, £3,350; or would accept cheaper car in exchange.—6, Braemore Rd., Wallasey, Cheshire. [8867

HATTON, Birmingham.—£1,395; F.C. series 3½-litre H. J. Mulliner 4-door sports saloon, almost complete overhaul; £1,595; any car in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2457. [8717

HATTON, Birmingham.—£695; April, 1935, C.W. series 3½-litre 4-seater drop head coupé, riding control, Ace discs, new tyres, taxed, drive away; £695; any car in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2457. [8714

HATTON, Birmingham.—£645; July, 1935, D.K. series 3½-litre Thrupp 4-door sports saloon, dark blue, riding control, Ace discs, drive away; £645; any car in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2457 [8715

HATTON, Birmingham.—£725; October, 1935, E.J. 3½-litre Thrupp 4-door sports saloon, black, blue leather, drive away, £725; any car in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2457. [8716

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers, and repairers, offer a twenty-four-hour service to owners; used cars available for inspection.—Tel. Brookwood 2201-2 [0558/R

1935 3½-litre Mann Egerton ride control 4-door sports saloon, excellent condition throughout, new tyres just fitted, taxed year, for sale on behalf of client; £1,095.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [0292/R

1952 (April) Bentley Mark VI (big bore) fitted with special lightweight 4-door saloon by H. J. Mulliner, under scuttle type bonnet locks, folding arm rests to driver's seat, etc., blue with blue leather, 3,200 miles, balance of covenant to be signed.

1951 (Nov.) Bentley Mark VI (big bore) black with beige leather 9,000 miles; balance of covenant to be signed.

CHARLES ATTWOOD & SON, Ltd., Bentley Special Retailers, Stafford St., Wolverhampton. Tel. 20634. [8626

FREESTONE & WEBB Bentley 4¼-litre saloon de luxe late 1949 4-door, sunshine roof, radio, heater, cellulosed black with special luxurious interior trimming, small mileage, one owner, considered one of the finest specimens available; any trial or examination, bargain price £5,250.—A. E. Palmer, 12, Church St., Luton 4212. [8741

BENTLEY, Mark VI, new 15 March, 1951, guaranteed mileage 6,000, special Abbott power operated drop head coupé, roof interior identical to saloon when raised, press button windows, first quality leather, polished selected walnut, fitted over carpets, exterior in Alpine Mist and Silver, individually unique and perfect; B.M.T.A. release at £1,500 off list price.

H. SUTCLIFFE, Sherbourne Rd., Acocks Green, Birmingham. 27. Tel. Aco. 1658. [8541

1951 (June) Bentley Mark VI standard steel saloon (B.M.T.A. Permission), dark blue with cornflower blue leather, radio, heater and Ace rimbellishers, under 1,000 miles; guaranteed for 3 months and subject to four 7 days' free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main 3657/9. [8738

1950 Bentley Mark VI standard steel saloon, but with many special features, 25,000 only and regularly serviced by makers, all new tyres just fitted (first set), definitely looks like a new car and open to any examination or trial; £3,975.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Dealers, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [C3065

1948 (July) Bentley Mark VI 4¼-litre standard sports saloon, black with grey hide upholstery, radio, one owner, engine and chassis completely overhauled by Bentley, and brought up to standard with current modifications, showroom condition throughout; opportunity to obtain an exceptional car at a reasonable price.—Details from: Toby Motors, Regent Rd., Great Yarmouth 3273/4. [8106

BENTLEY (3½- & 4½-litre)

1949 Bentley Mark VI Park Ward drop head coupé, power-operated hood, black body and hood, mileage only 7,500, beautiful condition, various extras, very elegant car; cost £5,400; accept £3,950 for quick sale.—Box 2282. [8694

ROLLS-BENTLEY 3½-litre Park Ward sports saloon, chassis No. B191DK, exceptionally attractive body lines, in amazing condition throughout, new tyres, rec. in England, Jan., 1952; £850; or would exchange the above car together with very beautiful low-mileage pre-war drop head coupé Bentley by Thrupp and Maberly with cash for early post-war Bentley.—Tel. Hastings 2019, or write 126, Old London Rd., Hastings. [8650

BENTLEY (other than 3½ & 4½-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BENTLEY 4½-litre 1929 saloon; excellent condition; many extras; full details.—52, Grove Avenue, Birmingham, 15. [8609

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516/R

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1, (corner of Piccadilly). Grosvenor 3434. [0958/R

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube.)—Ham. 6041. [0927/R

DOCTOR requires 1946-49-50 saloon, low mileage, immaculate condition; reasonable cash price; no dealers.—Box 2249. [8612

HATTONS MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2457. [0557/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.1. Liv. 3362. [0062/R

D. H. coupé Bentley, new condition, low mileage, required by private purchaser, no trade connections.—Tel. 5281 Duffield or write Box 2268. [8549

E. D. ABBOTT, Ltd. (officially appointed Bentley retailers) are open to purchase pre-war privately owned Bentley saloons and coupes.—Farnham, Surrey, Tel. 6282. [8108

A&S always purchase Saloons, also foursome coupes, 1935 to 1951, please forward details, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

PRIVATE use, post or late pre-war Bentley or Rolls-Royce, must be in excellent condition; immediate decision, cash.—Acres Cottage, Sonning-on-Thames. Tel. 2345 Sonning. [8680

LATE series Bentley (or Rolls-Royce) required by chemical manufacturers for cash.—Write full details to Box Z.D.450, Deacon's Advertising, 36, Leadenhall Street, E.C.3. [8926

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.—WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624/R

JACK OLDING, official Bentley retailers

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.—TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [8305/0/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.—SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [S1042/R

B.M.W.

B. J. HUNTER Ltd., offer:—

1939 B.M.W. drop head foursome coupé, maintained regardless of cost, complete history with us; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

BOND MINICAR

BOND MINICAR 197cc de luxe model, stored 12 months, 2,500 miles only; offers.—Tel. Harrogate 2995. [8810

Bond Minicar Wanted

BOND MINICAR, in good condition for cash.—Tel. Valentine 2098 or 4674 [8448

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer; spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042/R

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

L. F. WARD, Ltd.

1948 Bristol 400 saloon, two owners, radio, heater, 27,000 miles, genuine car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

ANTHONY CROOK offers:—

1951 type 401 Bristol, under 10,000 miles, supplied and maintained by us from new; also 1950 type 401, under 10,000 miles; and 1949 type 400.—Anthony Crook Motors, Ltd., leading Bristol distributors, Town End, Caterham Hill, Surrey. Tel. 2232-3. [C1065

FRAZER-NASH CARS offer:—

1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition.

1949 (1950 series) 401 Bristol with Farina 2/4-seater, convertible cabriolet bodywork, grey, blue leather.

1947 401 Bristol with Superleggera saloon bodywork, metallic grey, beige leather, completely overhauled by us.

1949 400 Bristol saloon, beige leather, metallic green, radio, heater.

ALSO several other type 400 Bristols.

AFALCON Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015

KEVILL DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—52, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R

McKINNON MOTORS, Ltd., offer:—

1950 (Feb.) Bristol 400 saloon, heather grey, beige leather, heater, push-button radio, H.M.V., practically new Dunlops, 24,000 miles, taxed Dec., a distinctive car in showroom condition; £1,750, nearly £2,000 below current list price; 6 months guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1950 Bristol 401 drop head coupe, low mileage; £2,350.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel 4371. [C3037

1950 (September) Bristol 401, unscratched, heater, grey, superb car, fitted radio, etc., 14,000 miles, serviced throughout by main dealer (one owner); £2,350, terms, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

1949 Type 400 Bristol saloon, exceptionally low mileage, positively indistinguishable from new throughout, close ratio gear box, many extras, works maintained—Autowork, Ltd., Winchester, Tel. Winchester 4854/5406. [C1010

Bristol Cars Wanted

WANTED privately post-war 400 or 401 Bristol; immediate decision, cash.—Acres Cottage, Sonning-on-Thames. Tel. 2345 Sonning. [8683

AF.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [0476/R

BRITISH SALMSON

195 gns.—British Salmson, August 1938, 12hp twin cam, 4-oh camshaft, foursome drop head coupe, black, beige leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BROUGH SUPERIOR

BROUGH SUPERIOR 21 6hp 1939 d/h coupe in perfect condition, chassis and body, tax paid December, any trial; offers near £450.—Crompton, Plant House, Holcombe, Bury, Lancs. [8614

B.S.A.

1935 Scout, smart appearance, respayed, excellent mechanically, well looked after; £195.—Tud. 1451. [8491

£255—1940 B.S.A. sports 2/4-seater series 6A, good condition; exchange saloon.—Evenings, Dunstable 1134. [8767

£90—B.S.A. 4-cyl. 3-wheeler overhauled, splendid condition.—61 Parkfield Ave., Hillingdon, Middlesex Uxbridge 4798. [8613

275 gns.—B.S.A. Scout, June 1939, sports saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—B.S.A. Scout, 1939, Series 6, 10hp sports 2-seater, grey, maroon leather, new hood and side screens, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—B.S.A. Scout, 1939, Series 6, 10hp sports 2-seater, black, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BS.A. 1934, 10hp, fluid fly-wheel and pre-selector; Mulliner body with sun roof; recently rebored and overhauled; only 43,000 miles; present owner since 1935; very reliable car in excellent condition; £185; seen evenings after 7 and week-ends.—Tel. Wallington 3254. [8217

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

B.S.A.

B.S.A. Scout 1936, 10hp 4-seater sports tourer, 1,000 miles since complete overhaul, good hood and screens, lively, clean, smart appearance, all red, £200; exchange for 10hp saloon in similar condition, photos exchanged, cash adjustment.—Full details: 15, Dyke St., Frizington, Cumberland. [8849

B.S.A. Cars Wanted

B.S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. [8447

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

SPARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4139 and 6252-3. [0641/R

BUGATTI

LATEST model Type 57 Bugatti saloon, guaranteed car; £750.—J. Lemon Burton, 3, Lonsdale Rd., London, N.W.6. [0923/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S MOTORS offer:—

1951 Buick saloon, radio, heater, all extras, low mileage.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD nearly new, last year's Show Model, 4-door Riviera saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4959. [C4028

1946 (October) Buick Roadmaster convertible, heater, radio, electric seats and hood, black, very quick car.

1949 Buick Roadmaster convertible, dynaflow drive, heater, radio, black, magnificent carroserie.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1947 Buick Super 8 in really immaculate condition; £1,550.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

1947 Buick convertible, power operated top, radio, heater, covers, etc., magnificent car; £1,195.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1939 Buick Regal coupe, new tyres, radio, one owner since new, most beautiful condition; £545.—Taylor & Crawley, 49, Kensington Court, W.8. Western 6015. [8916

1950 Buick Dynaflow Super 8 model, l.h.d., low mileage, automatic gear change, radio, heater, loose covers, etc.; £2,550.—62, Queen's Court, Bayswater, W.2. Gerrard 5072. [8937

1937 (Sept.) Buick Viceroy saloon, black with brown hide, fitted radio and two spare wheels in metal covers, four new retreads and new battery, excellent condition; £415.—Pantiles Service Garage, London Rd., Guildford 5326. [C3053

1946 Buick Super 8, over £100 recently spent on overhaul, full 6-seater saloon, fitted radio, heaters, air conditioning, demisters, screenspray, lighters, foglamps, traffic blinkers, a most beautiful car, leaving nothing to be desired in comfort and performance; £1,250 o.n.o.—K. Lowe, 80, Ampthill Rd., Flitwick, Beds. [8045

!!! 1949 Buick drop head—we offer what must be one of the very finest post-war Buicks in the country a 1949 model Buick Super 8 drop head 6-seater coupe, immaculate finished in deep maroon with chromed mouth organ front and latest streamlined body styling which is literally devoid of even minor blemish; interior is beautifully upholstered in fawn broad cloth with wide red leather trimming, all fittings are in equally spotless condition with Cluster type instruments, built-in radio, most magnificent tone, heater, demisting and deicing, traffic blinkers, maplights, etc., a mere push of the button will elevate or lower the electrically operated hood, every luxurious device is incorporated for the comfort of passengers and driver alike; the mechanical condition is beyond praise and can only be judged by a trial of the car itself, which is open to any rigorous examination by A.A., R.A.C., or other qualified authority.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday; Saturday. [C1055

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

WANTED r.h.d. Buick, Hudson, or De Soto saloon, 1947-49.—Page, Solliriot, Ilkeston, Derbyshire. Tel. 311. [8841

7-SEATERS private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

Buick Spares and Service

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.5. Pri. 2647. [0139

BUICK sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

CADILLAC 1949, maroon, as new in every way, privately owned; £3,000 or exchange for Bentley.—Southwell Motor Co., King St., Southwell, Notts. Tel. Southwell 3125. [8847

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 Chevrolet saloon, right-hand drive, all extras.

1949 Chevrolet saloon, very good condition throughout, comparatively low mileage.

1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS offer:—

1950 Chevrolet Styleline de luxe saloon, l.h.d.

1949 Chevrolet Styleline de luxe saloon, r.h.d.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London & Home Counties), Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 Chevrolet 4-door saloon, low mileage, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4959. [C4028

CAMDEN MOTORS.—Chevrolet post-war saloons and drop heads—see under American Cars in this issue.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1055

1934 Chevrolet saloon, good condition; £95.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023

CHEVROLET 1938 Master 4-door saloon, colour black, red leather upholstery, loose covers, twin spot lamps, reconditioned engine, maintained by Chevrolet specialists for the last 4 years at £285; Opel taken in exchange.—Mayner Motors, Ltd., Southampton St., Southampton. Tel. 3266 & 4944. [8640

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

WANTED, Chevrolet limousine, division, occasional seats, not earlier than 1950 model, must be immaculate.—Rollason, 244, Walmley Rd., Sutton Coldfield, Warwickshire, Ashfield 1373. [8610

Chevrolet Spares and Service

CHEVROLET spares, exchange engine service, main dealers.—Mayner Motors, Ltd., Southampton St., Southampton. So'ton 3266/4944. [0865/R

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

£300—Chrysler Richmond saloon, good condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1951 Chrysler Plymouth 4-door saloon de luxe, 3,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 [C3006

£325!!!—February, 1938, Chrysler Royal drop head foursome coupe equipped with overdrive gear, a stylish modern looking car finished in attractive metallic maroon with excellent leather interior to match and dark grey mohair hood (brand new last month), smooth powerful engine with genuinely economical performance, negligible oil consumption, open to any inspection or trial.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery, showrooms open till 8 p.m. Monday/Saturday. [C1055

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0929/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0405/R

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0361/R

CITROEN

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0750/R

CITROEN

H. W. MOTORS Ltd., offer:—

1950 Light 15 de luxe saloon, black, brown leather, Bluemel wheel, superb condition throughout; £850.

1949 Light 15 de luxe saloon, maroon, red leather, new tyres, unmarked; £750.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [C2043

BOON & PORTER, Ltd., distributors.

1949 (May) Light 15 saloon, grey with red leather, sun roof, one owner, 27,000 miles, £685.—Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1022

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL competitively priced post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service; spares stocked.

173 Westbourne Grove, W.11. Bay. 4274. [C4035

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen Distributors, offer the following carefully selected and unreservable bargains from England's largest stock of post-war Citroens:

1948 Light 15, choice of two, blue or maroon, £695.

1947 Light 15, £625.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1970

RICHARDS & CARR always have a stock of Citroens.

£645—1948 Light 15, spotless.

£525—1947 Light 15 saloon, black, excellent condition.

£315—1940 Big 15 saloon, over £200 spent last 6 months.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1950 Citroen 6-cyl. de luxe saloon, mileage 14,500.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M'cr., 19. Rus. 2874/5. [8729

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

1950 15hp Citroen saloon, black and beige, excellent condition, £850.

1948 15hp Citroen saloon, maroon and red, recent £100 overhaul; £675.

1947 model 15hp Citroen saloon, black and brown, taxed; £595. [C4057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5310

FOR sale, 6-cylinder Citroen, 17,000 miles, immaculate condition, radio, roof luggage rack; best offers over £1,100.—Box 2070. [8216

CITROEN Light 15 saloon, Nov., 1950; all 1951 modifications, one owner, 15,000 miles; guaranteed; £925.—C. G. Norman & Co., Vic. 2211. [8655

1947 Citroen Light 15 saloon; £605.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1935 Citroen Super Modern, silver grey, good appearance, good tyres, two spare wheels, radio; £165; taxed, insured.—After 7.30, week-ends before 7, Harkness, 30, Arcadian Avenue, Bexley, Kent. [8941

£699!!!—1949 Citroen 15hp de luxe saloon, definitely cheapest and best offered; just taken in exchange, don't miss this; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

145 gns.—Citroen 12, 1935 model, 4-door saloon, black, red leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014

ROSE & YOUNG, Ltd., offer 1949 (October) Citroen 6-cylinder de luxe, separate front seats, immaculate condition inside and out, black, £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

£350!!!—Citroen Special (George Ivat) 1,794cc 2-door tourer, one owner since new, ideal for sports enthusiast, racing red, in perfect condition; terms.—Condor Motors, Ltd., 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 6467/9189. [8725

Citroen Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5454. [0172/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0930/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8449

CASH immediately for good Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000/R

EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0151 or Harrow 4646. [W5005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

PRIVATE purchaser requires Citroen 6 for cash.—Full particulars and price to F. F. Baker, Bagthorpe, near King's Lynn. [6948

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

£550 cash offered for well-cared-for Citroen, 1949-50, by private buyer who will call and inspect; no dealers.—Box 2506. [8786

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—175, Westbourne Grove, W.11. Bayswater 4274. [W4055

PRE-WAR Citroen saloon, at reasonable price, must be in really good condition both mechanically and bodily; R.A.C. inspection before purchase.—Wild, Glenroyd, Alstead Ave., Hale, Cheshire. [8785

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5151-2. [0187/R

BRING your used car to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: "Trubie." [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863. Citroen parts, reconditioned drive trains 48-hr. service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—55, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0565/R

DAIMLER

DICKS.

1937 Daimler 17hp saloon, high grade car; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 20,000 miles, £975.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

COACHCRAFT offer:—

£400—1939-40 Daimler 2½-litre 4-light sports saloon, £80 just spent on reconditioning; a very superior car in every way; 3 months' written guarantee; terms to suit and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

TOM GARNER, Ltd., offer:—

1952 Daimler 2½-litre special sports coupe, ivory and black, with red leather, radio, heater, etc., 4,800 miles only; £500 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WILCOX (SLOUGH), Ltd. offer:—

£975—1947 Daimler, 2½-litre 18hp sports saloon, extremely nice example, ideal for professional or family use.

MORRIS House, Chandos St., Slough Bucks. Slough 21429. [C4052

ARTHUR MULLINER, Ltd., offer:—

1948 (July) Daimler 2½-litre saloon, black with brown leather upholstery, fitted heater, small mileage, carefully maintained, one owner, immaculate, lowest level prices, full customer protection guarantee, attractive part exchange allowances, three good reasons why you should contact us without delay.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C5019

STRATSTONE, Ltd. Daimler distributors.

DAIMLER 2½-litre Consort saloon (1952), maroon with red leather, air conditioning, 2,500 miles; £1,975.

DAIMLER 2½-litre special sports coupe (1950 model), black with fawn leather, H.M.V. radio, excellent condition; £1,750.

DAIMLER 2½-litre saloon (1949), black with brown leather, outstanding condition; £1,275.

DAIMLER 2½-litre saloon with division (1939), black with cloth to rear, very well maintained; £675.

DAIMLER EL.24 limousine (1938), black with leather throughout, excellent order; £550.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404), 37, Hertford St., Russell Sq., W.C.1. Terminus 7464.

1938 24hp E.L. Daimler 7-passenger limousine, 48,000 miles only, private owner, absolutely immaculate; £595.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 5155, after 6.30 Arnold 4604. [C3017

1939 Daimler 18hp with Salmons 4-door cabriolet body, black with fawn upholstery, in first-class condition throughout, good tyres; £500.—Iron Bridge Service Depot, South Rd., Southall, Middlesex. Southall 2655. [8696

DAIMLER

1952 Daimler Consort, new, quick delivery.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

CHARLES FOLLETT, Ltd., sole distributors for Les-Francis London and Home Counties, offer the following selection of guaranteed Daimler models:—

1947 Daimler 2½-litre saloon, in really exceptional condition, black, has been most carefully maintained and offered at only £1,195.

1950 Daimler 2½-litre special sports coupe, black, large leather and hood, radio and heater, 21,000 miles, maintained by makers, outstanding example; £1,750 (present list price £2,762).

1950 Daimler 2½-litre full 4-seater drop head coupe by Barker, black, green leather, 5,000 miles only, radio and heater, superb condition, both these cars offered with written guarantee; £1,525.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Les-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

DAIMLER, 1947, black, with brown upholstery, 2½-litre, excellent condition inside and out; £900.—Neville, Sendings, Leigh Hill Rd., Cobham, Surrey. [8892

1933 Daimler 15hp saloon, in original condition, (detachable head model), excellent value; £95.—Pantiles Service Garage, London Rd., Guildford 5326. [C5055

£595.—1939 2½-litre 18hp 4-door sports saloon, dark blue with blue hide upholstery, sliding roof, twin pass lights, and automatic jacks, car maintained by Daimler works, taxed for year and in superb order throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951; after 6, Tulse Hill 4755. [C2009

£595!!!—Most immaculate Daimler 2½-litre sportsman's four-light saloon, 1939 model, could quite easily be taken for a low-mileage post-war car, coachwork literally unblemished, upholstery and all interior fittings look almost as new, mechanical condition will defy criticism and can only be fully appreciated by a trial of the car itself; recommended and guaranteed in writing by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, C. Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery. Showrooms open till 8 p.m. Monday to Saturday. [C1035

LIMOUSINES 24hp, 1938, partition, black, widest of occasionals, superb, private, from £565.

LIMOUSINES 32hp Straight-8, Hooper coachwork, partition, widest occasionals, magnificent condition, black, low cost. (Fifty Limousines—Lists posted) Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

BJ. HUNTER, Ltd.,

REQUIRE post-war Daimler.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

CAMDEN MOTORS urgently require post-war Daimler saloons and drop head coupes, including a small mileage Consort series. Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, C. Beds. Tel. 2041 (5 lines). [W1055

WANTED.—Late 1951/2 Daimler special sports coupe, must be perfect; full particulars, lowest price.—Lincolnshire Motor Co., Ltd., Wellowgate, Grimsby. [8720

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0236/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6143

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-5. [0460/R

DELAGE

DFLAGE saloon, D.611, perfect condition, new tyres and battery, £625.—Box 2518. [6839

BARTLETT.—Delage D 6-70 drop head coupe, many extras; £595.—12a, Pembridge Villas, W.11. [C1013

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNE (MAYFAIR), Ltd., sole concessionaires

1952 Delahaye 135M foursome coupe, 400 miles only; £2,950.

82, Park St., W.1. Mayfair 4733/5. [8342

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—55-55, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

D.K.W.

DK.W. 1938 fixed head saloon, reconditioned engine, needs running in.—Below.

DK.W. 1939 all-metal drop head coupe.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

£110—1938 6hp D.K.W. Cabriolet with new crankshaft and mains, new pistons and cluster gear, requires half shaft front inner, bodywork sound but requires attention, space required.—P. B. Cash, 155, Derby Rd., Bramcote, Nottingham. Tel. Beeston 54651. [8702

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

£185—1936 2Shp Dodge tourer, fawn, £250 overhaul early 1951, new hood, upholstery, December, 1951.—Jorgensen, 3, Cranbourne Rd., Bradford. [9600

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialist, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362/R

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8, Mountview 5265. [0443/R

500 model, 1939, 2-str., choice of three.—Fox and Nicholl, Ltd., Derwent 1122. [C2013

C. V. RUSHMER, the Fiat specialist, offers 1939 rebuilt 4-seater cabriolet, showroom condition.—39, Holland Park, W.11. Park 5751. [C3061

1938 Fiat 500 convertible, finished satin bronze and black, excellent all round condition, £275.—John Trigg, Ltd., Esher 1254. [C4055

£495.—Fiat 1100 1940 type pillarless 4-dr. saloon, magnificent condition throughout, tyres almost new, many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 500 2-seater, good mechanical condition, taxed; £250.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [8925

FIAT 500 1938, green, good condition, new batteries; £250 or offers.—Hewett, Ridgemount, North Foreland Rd., Broadstairs, Kent. [8622

1938 Fiat 500 coupe, excellent order, engine recently reconditioned; £260; terms and exchanges.—H. Rose, Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C3055

MAYFAIR GARAGES, Ltd.—The accepted economy of Fiat 500 motoring now greatly enhanced by considerable reduction in initial purchase price made possible only by specialisation and a staff who know their job.

MAYFAIR GARAGES, Ltd.—1939 model second series 2-seater convertible coupe, completely reconditioned and finished in black; 3 months' guarantee; £425, below.

MAYFAIR GARAGES, Ltd.—The above is one of our fully reconditioned and Mayfairised 500 coupes as written up by "The Car" (copy on request). There are all on 1939 or later second series chassis and can be fitted with either rebored or reasleeved engines, and finished in any colour scheme to customer's own requirements; only Fiat spares and best quality coachwork trimmings used; guaranteed 3 months; £425, below.

MAYFAIR GARAGES, Ltd.—1940 (registered 1950) 1500 special Caspagna drop head foursome coupe, left-hand drive, post-war type frontal and wheels, maroon and black with soft leather upholstery, good tyres, very smart modern Continental looking car with outstanding road performance; 3 months' guarantee; £595, below.

MAYFAIR GARAGES, Ltd.—1949 500 B de luxe fixed head coupe, left hand drive, finished in Fiat grey, with leather upholstery, Continental roof luggage rack, bumpers, very smart car with outstanding road performance, 3 months' guarantee; £595, below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 second series supercharged de luxe convertible 4-seater saloon, finished chocolate and cream with brown leather upholstery, very smart car with incredible road performance for only 570 c.c., Arnott blower, Ki-gass, fully equipped; 3 months' guarantee; £445, below.

MAYFAIR GARAGES, Ltd.—1939 500 second series de luxe convertible coupe, grey with leather upholstery, carefully maintained, very smart car in outstanding condition throughout; 3 months' guarantee; £565, below.

MAYFAIR GARAGES, Ltd.—1939 500 second series de luxe fixed head coupe, black and cream, cloth covers, bumpers, enclosed spare wheel, Wintershield, new tyres, very smart car with first-class road performance; 3 months' guarantee; £545, below.

MAYFAIR GARAGES, Ltd.—1938 model 500 convertible coupe, blue, leather upholstery, smart and economical car in excellent condition throughout; 3 months' guarantee; £245, below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, choice of two in good mechanical condition; with 3 months' guarantee; £195, below.

MAYFAIR GARAGES, Ltd.—To provincial customers our exchange assembly service enables us to give the same Fiat sales satisfaction as that enjoyed by purchasers resident in the London area, below.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy of Autocar Road Test Report on request, below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, 8, Balderton St. (opposite Selfridges' clock), Mayfair, W.1. Mayfair 3104-5; open 9-6, Saturdays 9-12. [C5009

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

1938 cabriolet, first registered 1945, reconditioned, recellulosed, taxed; £325.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [8924

£299—1939 Fiat 1100 drop head foursome coupe, a very rare body style on this remarkable chassis.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

225 gns.—Fiat 500, August 1937, coupe, grey, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933/R

FIAT, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8450

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104 5. [0695/R

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0525/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St., (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald Middx. (Opp. Bus Depot.) [0099/R

JACK ROSE, Ltd., offer:—

1950 (September) Anglia, 7,000 miles, absolutely as brand new, accept £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (Open 9-8. [C3056

H. A. SAUNDERS, Ltd., offer:—

1950 Ford 8 Anglia saloon, black with red upholstery, recorded mileage 7,100; £595.

836—842, High Rd., N.12. Hillside 0024. [C2027

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia, fitted new engine; £385.

APRIL, 1950, Ford Anglia, 6,000 miles; £650.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7719

£285—1939 Ford 8hp saloon, colour blue, perfect condition, mechanical and body condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

1948 Anglia, black, 21,000 miles, taxed December, excellent condition, carefully maintained, extras; £450.—Smart, Mitcham 2597. [8944

1948 Ford Anglia saloon, beige, 20,000 miles, one owner, taxed, any trial; bargain at £575.—Livingstone 2875. [8541

1949 (Sept.) Ford Anglia, black with red Vynide, one owner, 20,000 only, immaculate condition throughout; £475.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8907

1948 Ford Anglia, radio; £510.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1939 and 1938 Ford 8 de luxe saloons, perfect condition; £295 and £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£185—1935-6 Ford 8 4-door de luxe, recond. engine, really immaculate condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

545 gns.—Ford Anglia, March 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

465 gns.—Ford Anglia, August 1949, 8hp saloon, black, one careful owner, good tyres, excellent condition; choice of 3 from 465gns.; terms, exchanges.—Rowland Smith, below:—

395 gns.—Ford Anglia, June 1948, 8hp saloon, black, heater, excellent condition; terms, exchanges.—Rowland Smith, below:—

265 gns.—Ford 8, July 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1949 Ford Anglia saloon, black, one owner, excellent condition throughout, mechanically perfect; £495.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 5779. [C3010

FORD (8 h.p.)

WALTER SCOTT, Ltd.—1950 Ford 8 Anglia saloon, black, as new; £545; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£485!!—1939 Ford Anglia, black, green syncro interior, reconditioned engine, one owner exceptional car.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1949 (Nov.) Ford Anglia, beige, one owner, indistinguishable from new, special offer; £525.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8.

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—370, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934/R

FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd. Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

JACK ROSE, Ltd., offer:—

1949-50 Ford Prefect, black, red leather upholstery, guaranteed mileage 12,000, accept £575; open 9-8.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3036

ELITE MOTORS offer:—

1946 Ford 4-door Prefect saloon, fitted with radio, Windtone horns and new works engine; £485.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, light green with beige upholstery, recorded mileage 496; £815.

836—842, High Rd., N.12. Hillside 0024. [C2027

WELL HALL ROAD GARAGE offer:—

1948 Ford Prefect, completely reconditioned, black saloon, perfect; £475.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Eltham 3854. [C4010

HENDON CENTRAL GARAGE, Ltd. offer:—

1949 Ford Prefect saloon, leather, taxed year, immaculate condition; £595.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1949 Ford Prefect saloon, beige, red leather, one owner, immaculate condition; £595.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [8913

£325—Ford Prefect 2-door saloon, 1939, black with red leather upholstery.—Below.

£650—Ford Prefect saloon, September, 1950, green with beige leather upholstery, immaculate and mechanically perfect.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

1950 (Oct.) Prefect saloon, green/leather upholstery, fitted radio, immaculate; £645.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Ford Prefect saloon, one owner, black, heater, 19,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

FORD Prefect 1949, beige/red interior, one owner; £595.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

1950 Ford Prefect saloon, low mileage.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£495!!!—1948, yes, we mean this! 1948 Ford 10hp 4-door saloon, excellent bodywork, very clean interior; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1951 model Ford Prefect saloon, 9,000 miles, spare and tools unused, equal to new; £710.—St. Johns Motors, Ltd., Regent Rd., Gt. Yarmouth. [8639

1946 Ford Prefect saloon, black with red leather upholstery, in good condition, bargain; £395.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1948 Ford 10 saloon, leather upholstery, radio, heater, in excellent condition throughout; £475.—Wembley Court Motors, High Rd., Wembley, Wembley 8787-8. [C4050

595 gns.—Ford Prefect, October 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below:—

345 gns.—Ford Prefect, 1939 model, saloon, black, loose covers, excellent condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—Ford 10, November 1935, 4-door saloon (fitted 8hp engine), black, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD (10 h.p.)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0577/R

NAYLOR & ROOT.—1949 Ford Prefect, beige/brown, exceptional condition throughout; £595; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

FORD 10, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8451

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

CAMDEN MOTORS urgently require post-war Ford Prefect saloons. Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel., Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons, choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, any time, hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd. Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1949 Ford Pilot saloon, guaranteed; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

WARWICK WRIGHT, Ltd., offer:—

1949 Ford V.8 Pilot saloon, black, fawn cloth, 17,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Pilot, leather, radio, heater; £750

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7721

1938 Ford V.8 22hp saloon, one owner, good appearance but engine smokes; £170.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

1946/7 American Ford V.8 convertible, r.h.d., heater, radio, loose covers, grey, recent overhaul.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRUTONS, Ltd.—1948 Ford Mercury, free of covenant, excellent condition, taxed; £595.—15-14, Queen Mews, Emperors Gate, S.W.7. Western 1243. [C1026

1950 Ford V.8 Pilot, heater, brown upholstery, in black, 650gns., part exchange, terms.—Mitchell, 1, High Rd., S.W.12. Balham 2254. [4524

FORD V.8 91A 4-door maroon saloon, column gear change, excellent condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6077-8. [C2045

1947 Ford Mercury Eight 4-door saloon, right-hand drive, black with brown leather, very special offer; £675.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1951 Pilot, heater, black, brown leather, 5,000 miles, one owner; £750 or near offer for quick private sale.—Keogh, 38, South Parade, Bramhall, Stockport. Tel. Bramhall 1506. [5011

1949 Ford Pilot saloon de luxe, heater, two tone leather, immaculate condition; £615, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1074

695 gns.—Ford V.8 Pilot, 1951, 4-door saloon, black, built-in radio, heater, etc., one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Ford V.8, October 1938, 22hp 4-door saloon, fawn, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£295—1939 (September) V.8 22hp 4-door saloon, reconditioned engine, exceptionally clean throughout, loose covers, new tyres; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

FORD V.8, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8452

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936/R

CAMDEN MOTORS urgently require a 1939-40 Ford V.8 91A series saloon, and also a drop head coupe. Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY—FORD OR OTHER BODIES

1935 Ford 8, metal utility body, reconditioned engine; £159.—PETER BANTOCK CAR SALES, 104 High Rd., Chiswick, W.4. Chiswick 2725, 5870. [C1014

1947 Ford 10hp 6-seater Utilicon, one owner; £395.—MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

UNREGISTERED Ford 30hp light metal 4-door utility, reconditioned; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£325—1940 Prefect utility coachbuilt natural timber body, in perfect order.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

LATE 1954 Ford 14 utility, new kingpins, two new retreads, 20 mpg, good condition, roomy, very reliable; 85gns.—Macpherson, Silver Birches, Albany Rd., Fleet, Hants. [8795

FORD V.8 shooting brake, July, 1949, 27,000 miles, 5-str., spot lamps, heater, Lubrocharger, Windtones, covers, carpets, excellent condition, one owner; nearest offer £475.—45, Sydenham Hill, S.E.26. For. 2620. [8895

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0957/R

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0958/R

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823.R

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30hp always available from stock.
219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at.
FOORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0095/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). And 66, High St., East Ham, E.6, Grangewood 1136. [C3062/R

FRAZER NASH

1950 (September) Le Mans, 5,000 miles, all extras, perfect condition; £1,875.—Mansfield Autos, Ltd., Euston 2587. [C3001

£245—Why pay more!!! 1948 registered and rebuilt Frazer Nash super sports 2-seater, fitted V.8 engine, terrific performance, £10 tax.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

NOEL ROSCOE offers:—

1937 Frazer Nash-B.M.W. 1½-litre type 40 cabriolet, outstanding condition; £295; hire purchase, exchanges.
AMERSHAM Rd., Chalfont St. Giles, 152 [C3062

BARTLETT.—Frazer Nash-B.M.W., 1939 327/55 drop head; £695.—27a, Pembridge Villas, W.11. [C1013

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1938 Frazer Nash-B.M.W. 320 5-seater drop head coupe, one fastidious owner, superbly maintained, fitted heater, all new tyres, low mileage.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

FRAZER Nash-B.M.W., 1936 type 45 cabriolet 3.8, racing axle, perfect in every detail, very fast, taxed year; £275.—24, Westbourne Terr., Reading. Tel. 4798. [8932

1937 Frazer Nash-B.M.W. Type 319 drop head coupe, mech. perfect, two carburettors, finished attractive blend of cream with red band, excellent hood, extremely clean interior, new tyres, specimen condition throughout; £550.—Carr Bros., The Soho Garage, Soho, W.1. Ger. 6678-9. [6563

FRAZER NASH-B.M.W.

£265—F.N.-B.M.W. Type 45 saloon, one owner since new, August, 1935, 67,000 miles, taxed year.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

295 gns.—Frazer Nash-B.M.W., 1936, 2-litre Type 55, foursome drop head coupe, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Frazer Nash-B.M.W., August 1935, 2-litre, Type 55, convertible sports coupe, black, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

HANSA

10.4 hp Hansa 1959 model, thoroughly overhauled, sprayed and upholstered early this year; £320.—71, Wood Lane, Hemel Hempstead, Herts. [8620

HEALEY

DICKS.

1948 (September) Healey 2½-litre saloon genuine 100mph car; cost £2,700, bargain at £895.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C10/

BARTLETT.—Healey 1950 Silverstone 2-seater.—27A, Pembridge Villas, W.11. [C1013

BROOKLANDS: Healey Distributors, London, Home Counties, "Still world's fastest 4-seater saloon."

1952 Healey Tickford saloon, maroon, beige.

1951 Healey Tickford saloon, silver, blue leather.

1950 Healey Silverstone sports 2-seater.

1949 Healey Elliott saloon, radio, heater, blue.

1949 Healey Silverstone, blue, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 Healey Elliott saloon, maroon, low mileage, just passed by makers; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5225 (5 lines). [C1050

1948 (July) Healey Duncan special sports saloon, 23,000 miles, black, red leather, heater; £895.
CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

£1075!!!—Healey 2½-litre sportsmobile drop head foursome coupe (January, 1949), genuine 14,000 miles only, one owner, condition practically indistinguishable from brand new, radio, screenwash, and other extras; also a most immaculate Dunsan drop head coupe.

£595!!!—Healey 2½-litre 4-seater Roadster, 1947, late registration, close coupled sports body, independent F.W. suspension, gunmetal grey with red leather, originally cost over £2,500, breath-taking performance.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Healey Cars Wanted

HEALEY Roadster wanted.—Particulars to Box 2307. [8783

HILLMAN 10

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, one careful owner, low mileage; £750.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx saloon, beige with red upholstery, recorded mileage 12,600; £795.
1949 Hillman Minx saloon, black with fawn interior, recorded mileage 22,800; £865.
836—842 High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, beige/red leather, radio, heater, 22,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

ARTHUR MULLINER, Ltd., offer:—

1950 (Apr.) Hillman Minx Mark IV saloon, pastel green with red leather upholstery, fitted radio, heater and Ace Rimbellishers, thoroughly maintained; outstanding example of this very popular and economical model; more and more discriminating motorists are turning with confidence to a Mulliner-conditioned and fully guaranteed nearly new car, why not contact us without delay?
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C5019

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, radio and heater, 14,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WANSTEAD MOTORS, Ltd., offer:—

1947 Hillman Minx drop head coupe, blue with blue leather, excellent condition throughout; £525.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000 [C4042

1949 Hillman saloon, Phase III, blue, taxed for the year, very good condition; £650.
WILL SHORT, Ltd., 2/4, St. Cross Rd., Winchester. (Tel. Win. 2398.) [8468

HILLMAN 10

1949 Hillman Minx saloon, 25,000 miles, one owner; £675.
MAYFAIR CARRIAGE Co. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1947 Hillman Minx Coupe, black/brown, speedo reading 20,000, ex. cond.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1938 Hillman Minx saloon, blue, blue leather, sun roof, excellent condition throughout.
RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair London, W.1. Regent 2952. [C3052

HILLMAN 10, drop head coupe, 1948, low mileage, perfect condition, inspection London.—Box 2279. [8688

1940 Hillman Minx 10hp de luxe saloon, black with red leather upholstery, taxed year; £295.
MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 3573. [C3005

CASS'S MOTOR MART.—1951 Hillman Minx saloon, L.h.d., 16,000 miles, B.M.T.A. consent; £595.—5, Warren St., W.1. Euston 4110. [C1040

1947 Hillman Minx saloon, very clean car; £475.—Salmon Motors, High St. Garage, Guildford. Tel. Guildford 5266. [8952

£298—Hillman 10 4-dr. sln., original condition very well kept, very good tyres, excellent mechanically choice 5; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Exchanges, h.p. (50 yds. Holland Park Tube.) [C1017

1939 Hillman Minx, two owners, excellent condition; £52s; 5 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 1774. [C4054

1943-4 series Hillman Minx saloon £595.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 Mk. III Minx, beige, in excellent condition, six months' warranty; £600.—Haskins, Ladbroke 1155. [C3027

1940 Hillman 10 saloon; £350.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512.

£275—Hillman 10, 1938, exceptionally smart, new tyres, engine done 5,000 only.—45, Shirehall Park, N.W.4. Hendon 1648. [8642

140 miles only.—1950 (Dec.) Hillman Minx Mk. IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

545 gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Hillman Minx, April 1939, foursome drop head coupe, black, maroon leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Hillman Minx, 1934, 10hp 4-door saloon, maroon and black, sliding head, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

HILLMAN saloon de luxe, 1942, not ex-Government, in very nice condition; taxed; £375.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8658. [C4059

1949 Hillman Minx Phase III saloon, blue, moderate mileage, good tyres; £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C3011

1940 Minx de luxe saloon, 2,000 miles since £100 reconditon including new engine, taxed year, new battery, new tyres £350.—Speedsters, Ltd., Horley 628. (See "Sports Car" column.") [C4320

HILLMAN Minx 1947 (Nov.), sliding head saloon, fawn, maroon upholstery, radio, four new tyres, genuine 30,000 miles; £525, or nar.—168, Kennington Rd., Oxford. [8710

1950 Hillman Minx saloon, Mark IV model, only done 3,400 miles, black with brown upholstery, with covers, everything magnificent and as brand new; £850.—Symes, 6, Moor Park Mansion, Rickmansworth. [8930

HILLMAN 21

1937 Hillman 20 saloon, to clear; £125.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1936-7 Hillman 21 saloon, very good order throughout; £125.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.–7 p.m. [C1030

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0671/R

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941/R

CASH buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0792/R

WANTED, 1952 Hillman Minx saloon in brand new factory condition with minimum mileage, must have B.M.T.A. Consent; accept balance Covenant.—Box 2272. [8657

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0065/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted

ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longridge Rd., Barking. Tel. Rippleway 1285. [0438/R

GRIMSHAW LEATHER OF SUNDERLAND. Tel. 57191-2; always buyers of recent models in first-class condition.—Price and full particulars please to Southwick Garage, Sunderland. [8648

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

CAMDEN MOTORS urgently require a 1940 Hillman Minx saloon and a drop head coupe, also a small mileage 1950 Phase IV saloon. Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

Hillman Spares and Service

NORMAND, Ltd.
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd. 405-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

CROYDON.—Local service promotes satisfaction. Bring your Hillman car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600 4632. [0668

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires.
SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

HOTCHKISS Gran Sports short chassis foursome drop head coupe, all new tyres, latest type Marchal head lights, fold flat windscreens, beautiful cellulose in blue and grey, blue hide interior, excellent oil pressure, latest type square instrument panel, terrific performance; £595.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£425!!! Magnificent Hotchkiss 10hp Cabriolet, the full 4-seater with outstanding performance, prototype of post-war model, rear torsion bar springing and aluminium bodywork gives this car tremendous performance and outstanding economy; this vehicle would suit fastidious enthusiast; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin 6721. [C2052

Hotchkiss Cars Wanted

HOTCHKISS, in good condition, for cash.—Tel. Valentine 2096 or 4674. [8455

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [S3047/R

H.R.G.

HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties, offer:—
NEW and unused H.R.G. cars available for early delivery.
1951 (March) H.R.G. 1500 2-seater, colour grey with red leather upholstery, fitted with telecontrol shock absorbers, speedometer reading: 9,156 miles, in excellent condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—
1950 H.R.G. 1100, roadster 17,000 miles, immaculate and beautifully maintained, enthusiasts model; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

H.R.G. 1500, December 1948, red, in excellent condition, 17,000 miles, modified brakes, extras include wireless, heater, etc., etc.; £675, or exchange a post-war saloon.—Tunbridge Wells 20258. [8858

H.R.G.

1948 Aerodynamic 1500 coupe, with successful history and many spares; for sale or exchange for family car.—Box 2250. [8617

1950 (Oct.) H.R.G. 1½-litre roadster, finished black, many modifications and extras, genuinely under 10,000 miles, an unusually well maintained and exceptional car in every respect, ready for immediate use; £935; trade and part exchange enquiries invited.—G. P. Morley Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 19, Berkeley St., W.1. May. 6266.
SPARE parts.
SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

£150—1936 Hudson 22 saloon, leather interior, radio, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£195.—1938 Terraplane 17hp saloon, in very good condition throughout; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2695-6. [C1058

1940 Hudson 17hp Ruby, column gear shift, radio, heater, reconditioned engine, economical; £400 o.n.o.—Munro, St. Maves, Newlands Rd., Crawley, Sussex. Crawley 1197. [8860

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3905. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 490. [0425/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

DICKS.
1949 Humber Hawk saloon, meticulously maintained, late property of local authority; £875.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Malda Vale 6888-9. [C1072

DICKS.
1950 Humber Hawk saloon, fitted radio, heater, etc., positively as new; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Malda Vale 6888-9. [C1072

ACRES offer:—
1950 Humber Super Snipe, finished in black, light fawn leather upholstery, heater and radio, and many extras, speedometer reading 18,000, doubtedly genuine; this magnificent vehicle is unmarked and indistinguishable from brand new, first £995 secures.
ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

NEWNHAMS, Ltd.
1949 Humber Hawk saloon, black with red carefully used; £895.
NEWNHAM Bros., 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

OVERSEAS CARS, Ltd.
1939 Humber Super Snipe saloon, blue/blue leather, exceptional condition; £325.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

B. J. HUNTER, Ltd., offer:—
1950 Humber Hawk saloon, maintained by makers, low mileage, not the cheapest but one of the best offered at £995.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2049

SELBORNE (MAYFAIR), Ltd.
595 ens.—1946 Humber Pullman limousine, perfectly maintained by private chauffeur.
82 Park St., London, W.1. Mayfair 4733-5. [7333

ARTHUR MULLINER, Ltd., offer:—
1950 (Sept.) Humber 16hp Hawk saloon (1951 model) satin bronze with maroon leather upholstery, fitted radio and heater, thoroughly maintained and very well looked-after by one previous owner; in most attractive condition throughout.
1950 (Jan.) Humber Hawk saloon with sliding roof, immaculate black exterior finish with red leather upholstery, fitted radio and heater, one owner, another excellent example of this popular 5-str. model; lowest-level prices, full customer-protection guarantee, attractive part-exchange allowance—three good reasons why you should contact us without delay.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

WARWICK WRIGHT, Ltd., offer:—
1950 Humber Hawk 14hp saloon, bronze, red leather, heater, 12,000 miles.
1950 Humber Hawk 16hp saloon, black, brown leather, heater, 700 miles only.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 Humber Super Snipe, one owner, 11,500 miles, green and beige, heater; £985.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4035

HUMBER

GUY SALMON AUTOMOBILES offer:—
1951 series Humber Super Snipe, satin bronze, fitted heater, 19,000 miles, one owner, £950.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE Ltd. offer:—
1950 Humber Hawk saloon 14hp, 5,000 miles only, one owner, taxed year, the only car with this mileage in the country; £1,125.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

BROOKLANDS: Individuality, new and used.
1949 Humber Super Snipe saloon, grey, radio.
103 New Bond St., London, W.1. Mayfair 8851-8. [C1029

1949 Model Humber Pullman limousine, excellent condition; £985.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

1949 Humber Super Snipe, black, 20,000 only, fully guaranteed, superb condition; £850.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8908

175 ens.—1936 Humber 12 saloon, clean car; terms, exchanges.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £425.—Campbell Symonds, Wembley 6262. [C1037

1950 Humber Hawk saloon, black with fawn leather, most attractive condition; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1950 Humber Pullman limousine, black/grey cloth with black leathe to front compartment, chauffeur maintained and driven for managing director, immaculate condition; £1,395.
CLARKE & SIMPSON, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [C1040

1947 Super Snipe, first registered 1952, just been overhauled and in immaculate condition; £450.—Kearsley, 15, Harcourt Square, Earls Barton, Northants. [8857

380 ens.—1940 Humber 16.9hp 4-door sun saloon, reconditioned engine 1951, magnificent, £155 deposit.—George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1049

£725—1948 Humber Hawk, 21,000 miles, regularly maintained in excellent condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1950 Humber Super Snipe, Tickford drop head, fitted with radio, heater, a rare car in superb condition; £1,285.—Hillwood Motors, Mill Hill 4252. [6903

£200—Humber 27 saloon, 1937, good condition, taxed to Dec., consider £100 down, balance monthly or exchange smaller car.—7, Radcliffe Rd., Croydon 1503 (private). [C2041

1948 Humber Hawk, steel grey steering column gear change, genuine mileage of 26,091, in immaculate condition throughout, chauffeur maintained, £750 or near offer.—Box 2253. [8638

1935 Humber Snipe saloon, in remarkable original condition, director's own personal car since 1936, genuine low mileage; £250.—Griffins Garage, Temple Market, Weybridge, Surrey. Weybridge 1491. [8925

£775!!!—1950 (April) Humber Super Snipe saloon, grey grey hide, one owner, genuine 21,000, perfectly maintained, tyres as new, heater, taxed Dec. 51.—Royston Motor Co., Ltd., Herts. Tel. 2148. [8752

1951 (April) Humber Imperial saloon, black, price £2,490, mileage 4486, fitted Ekco radio with twin speakers, licensed to December, in new and first-class condition; £1,625.
THE STOUR VALLEY MOTOR Co., Ltd., Hagley Rd., Stourbridge, Worcs. Tel. 5151. [8340

1950 Humber 14 Hawk saloon, satin bronze, red leather interior, radio, heater, discs and overriders, most carefully maintained, 16,000 miles; terms, £925.—Condor Motors, 33, Grosvenor Crescent Mews, Hyde Park Corner, Sloane 9189. [9676

£795!!!—(July, 1949) Humber Super Snipe saloon, in black with brown leather, heater, etc., one "fusspot" owner, servicing by distributors every 2,000 miles for which all bills are available, moderate mileage and in extremely good condition.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1055

1949 Humber Super Snipe saloon, black and brown leather, heater, taxed year, a whole car in excellent condition having done only a moderate mileage; £780.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

1950 (July) Humber Hawk saloon, pastel green with grey leather, H.M.V. radio, heater and twin spotlamps; guaranteed for 3 months and subject to our 7 days' free trial terms; comprehensive stock list available upon application.—Paragon Motor Co., King St., Oldham. Main 3657/9. [8740

NEW Humber super Snipe 5/6-seater saloon available for almost immediate delivery; no covenant or declaration necessary; this beautifully styled and appointed saloon now offers marvellous value at the new price of £1,292 12/3 (incl. P.T.). Illustrated brochure and fullest details on request; may we quote for your present car in part-exchange?
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

A & S Limousine 1947, partition, forward occasionals, wonderful condition throughout, genuine low mileage, private, reasonable cost.

1949 Pullman Limousine, partition, forward occasionals, mileage negligible, delightful condition, bargain price. (Fifty Limousines—Lists posted).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941 [C1006

Humber Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Humber cars.—320 Euston Rd., N.W.1. Euston 1212. [0872/R

RR ROOTES, Ltd.,

RD ISTRIBUTORS,

RE QUIRE modern low-mileage Humber cars.

BB IRMINGHAM.—Lower Temple St. (Central 8411.)

MM ANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MM AIDSTONE.—(Maidstone 3333.)

CC ANTERBURY.—(Canterbury 3252.)

RR OCHESTER.—(Chatham 2231.)

WR OTHAM Heath.—(Borough Green 4.)

RR OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

RW OWLAND SMITH'S.

RW OWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041. [0942/R

HU MBER, in good condition for cash.—Tel. Valentine 2098 or 4674. [8454

PH ŒNIX MOTOR Co (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

BB IRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

WA NTED, new Humber S.S. in part exchange Ford Pilot, green, genuine 12,000m., one owner, radio, heater, etc., in absolute spotless condition; what offers? —19, Worcester St., Gloucester. [8791

CR IPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. —R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

TH E Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0598/R

JAGUAR

HH ENLYS, Ltd.,

EE NGLAND'S Largest Jaguar Distributors.

SE LECTION of all models at attractive prices.

DE VONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HE NLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DE POTS at:—

MA NCHESTER (Blackfriars 7843).

BR ISTOL (Bristol 21326).

BO URNEMOUTH (Bournemouth 6314).

NO RTHAMPTON (Northampton 907).

CH AMBERLEY (Camberley 77).

HO UNSLOW (Hounslow 3454).

FI NCHLEY (Finchley 0081).

GR EAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CA MDEN TOWN SERVICE STATION (Gulliver 4141).

HE NLYS Ltd., England's Leading Motor Agents. [0027/R

DI CKS.

1947 Jaguar 1½-litre saloon, special equipment model; £625.

DI CKS CAR SALES, Ltd., 585-401 High Rd., Kilburn, Maida Vale 6888-9. [C1072

AC HARS offer:—

1947 3½-litre Jaguar saloon, finished in silver grey, brown leather upholstery, heater, radio and discs, speedometer reading 14,000 miles, undoubtedly genuine in truly magnificent condition throughout; first £695 secures.

AC RES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CO ACHCRAFT offer:—

£650—3½ Jaguar saloon, black, special equipment model 1948 series, owned by one titled family from new, always chauffeur maintained, mileage only 22,000; a beautifully maintained example, never overdriven; the most discriminating purchaser would find it difficult to criticise this particular car adversely in any respect; cost new, £1,500; 3 months' written guarantee; terms to suit and exchanges.

CO ACHCRAFT, Elm Rd., Evesham. Tel. 6559. [C1053

JAGUAR

RA YMOND WAY.

RA YMOND WAY OF KILBURN.

RA YMOND WAY, the hire-purchase specialists.

1937 S.S. Jaguar 2½-litre sports saloon, black coachwork, P.100 Lucas head lamps fitted spot and fog lamps, smart and very fast, recent engine overhaul; 219gns.

HI RE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RA YMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

EL ITE MOTORS offer:—

JA GUAR, rare model, registered 1950, 1948/9 model, 2½-litre drop head foursome coupe, finished in beige, fitted Ace discs, taxed for year, really spot-on, unrepeatable at £855.

EL ITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

SI MPSON'S (EDGWARE).

JA GUAR 2½-litre 1937 saloon, very good runner and very good looker; £255.

SI MPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3966 and 7070. [C4014

TO M GARNER, Ltd., offer

1951 Jaguar 3½-litre Mark V saloon, black with crown leather, 15,000 miles only.

TO M GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GU Y ALFREDS & Co. offer:—

1948 Jaguar 3½-litre sports saloon, exceptional order; £715.

1938 Jaguar 2½-litre saloon, reconditioned engine and gear box 11,000 miles back, recently reconditioned chassis including new shock absorbers, etc., superb order; £295.—6-7, Warren St., W.1. Euston 3268. [C1005

WE MBLEY COURT MOTORS offer:—

1946 Jaguar 2½-litre saloon, lavender grey, radio and heater, in first-class condition throughout; £625.

1950 Jaguar Mark V 3½-litre saloon, navy blue and birch grey, an exceptionally attractive and smart car, speedo., showing 16,000 miles; £1,395.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

PH ILIP RICKARDS, Ltd., offer:—

1947 Jaguar 1½-litre saloon, low mileage, perfect condition, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

BL UE STAR GARAGES, Ltd., offer:—

1946 (July) 2½-litre Jaguar, immaculate car; accept £575.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

GU Y SALMON AUTOMOBILES offer:—

1951 Jaguar Mark V drop head coupe, 10,000 miles; £1,495.

1948 (September) Jaguar 1½-litre special equipment saloon, grey with red leather, in really superb condition; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, taxed, excellent condition throughout; £1,195.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631.

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 Jaguar 3½-litre Mark V saloon, exceptionally low mileage, one owner, extras.

RI PCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3053

BE ARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3349. [0081/R

1937 Jaguar 1½-litre black saloon, exceptional, 29mpg, two owners; £350.—12, Romsey Rd., Eastleigh, Hants. [8767

1949 (Sept.) 3½ Jaguar Mark V saloon, metallic pastel blue, blue leather; £1,000; one owner.—Box 2090. [8245

MA RK V Jaguar saloon, 11,000 miles, exceptional condition throughout.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

JA GUAR 3½-litre d.h. coupe, 1948, black, brown leather, 26,000 miles, guaranteed; £695.—C. G. Norman & Co. Vic. 2211.

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London Jaguar dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700/R

1951 Jaguar Mark V 3½-litre coupe, excellent condition, seen many times on television; £1,350.—Tel. Annett, Hounslow 9016. [8625

1948 (November) 3½ Jaguar coupe, grey, 3 new tyres, new hood, wireless, heater, excellent condition, 21,000, offers £900.—Box 2306. [8769

MA RK V Jaguar, 1950, one owner, 25,000 miles, radio, seat covers, spare set tyres, impeccable condition; £1,400 or near offer.—Campbell, Weybridge 3691. [8651

1947 1½-litre Jaguar special equipment saloon, light beige, green leather upholstery, all new tyres, in exceptional condition throughout; £675.

BI RKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

JAGUAR

CA MDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black, brown leather, very good runner with sound tyres; £395.

CA MDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1938, attractive Jaguar green finish, engine recently decoked, serviced and tuned, strongly recommended; £395.

CA MDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon (January, 1947), silver grey, engine overhauled, brakes relined, etc., moderate mileage; £675.

CA MDEN MOTORS.—Jaguar 2½-litre sports saloon, 1938, black, red, very fast, discs, seat covers, etc.; £225.

CA MDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1940 special equipment model with air conditioner, passlights, etc., a very nice car, brand new hood and new Port Dunlops fitted last month, outstanding mechanical order; £495.

CA MDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, silver grey, red leather, heater, radio, screen spray, a one-owner car since new, genuine moderate mileage; £645.

CA MDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe (December, 1948), a really fine car, all extras, 16,000 miles but looks much less; £775.

CA MDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, prototype of 1947 model, full special equipment model, heater, passlights, discs, etc., superb performance; £495.

CA MDEN MOTORS.—Jaguar 3½-litre sports saloon (September, 1948), a beautiful low mileage car, all extras, discs, radio, heater, etc., fastidiously maintained by one owner; £775.

CA MDEN MOTORS.—Jaguar Mark V 3½-litre saloon (December, 1949), silver grey, grey leather, nominal mileage, heater, etc., etc.; superb value at £1,045.

CA MDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday Saturday. [C1055

1948 Jaguar 3½-litre Mk. V, gear box, wireless, heater, etc., immaculate condition, specialists' maintained, owner received new car.—Box 2562. [8755

1948 (July) Jaguar 3½-litre saloon, black, brown leather, radio, heater, immaculate; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£665!!!—1947 Jaguar 3½-litre saloon, black brown leather, two owners, exceptionally well maintained.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1948 3½-litre Jaguar saloon, regularly maintained, history known since new; £625.—Elborne Motors, Ltd., Lady Margaret Rd., Southall. Waxlow 1891. [8664

1939 Jaguar 2½-litre, recent recon. eng., new tyres all round, good bodywork and smart appearance; £395.—Carr Bros., The Soho Garage, Soho Square, London, W.1. Ger. 6678-9. [8960

1939 Jaguar 1½-litre, economical but a roomy car of attractive appearance, in good condition throughout; £495.—Carr Bros., The Soho Garage, Soho Square, London, W.1. Ger. 6678-9. [8961

1947 1½-litre Jaguar saloon (special equipment), extras, low mileage, one owner, original black, taxed year; bargain £750.—The Motor Mart, Manchester Rd., Ince, Wigan. Tel. Wigan 44730. [8846

JA GUAR 1950 Mk. V saloon, absolutely perfect and genuine, 18,000 miles only, new tyres and extras, no deception; £1,300 or near required.—Douglas, Midgard, Hawick.

1950 Jaguar Mark V saloon, black/brown, fitted radio, heater, immaculate condition throughout, one private owner since new; £1,225.—Tel. Chancery 3831. [8765

1948 (Nov.) Jaguar 1½-litre special equipment saloon, gunmetal, 26,000, immaculate, carefully maintained; £795.—Chesterfield, 115, Regent's Park Rd., Primrose 6645. [8851

1948 Jaguar 1½-litre special equipment saloon, gunmetal, 21,000 miles guaranteed; £795.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643.

LA NCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

£465.—Jaguar 1½-litre 1939 model drop head foursome coupe, leather interior, new hood, special metallic finish, almost unmarked, tyres as new, choice 5, many others.

BE NMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges. H.P. [C1017

JA GUAR Mk. V 1950 model, immaculate condition, gunmetal, red leather, radio, 4 new tyres, regularly serviced by distributors, 25,000 miles; £1,175.—9, Rural Lane, Sheffield, 6.

1949 Jaguar 1½-litre saloon de luxe, special equipment model, wheel discs, low mileage, immaculate condition; £795; 3 months' written guarantee —Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1939 Jaguar 1½-litre sports saloon, excellent condition, recent replacements include new engine, etc., taxed Dec.; £395, or offer; open A.A., R.A.C. examination.—Barn Cottage, Warbleton, Arundel, Tel. Eastergate 367. [8550

1948 Jaguar 1½-litre, absolutely immaculate, fitted with heater, 12in head lamps, all loose covers and every conceivable extra, a really specimen car; £725.—Robertson, 10, Trinity Crescent, Balham, S.W.12. Balham 5170. [8872

SS 100 sports 2-seater, first registered 1945, speedo. reading 30,700 miles, finished in black with red leather; the whole car is in exceptional condition, all tyres nearly new, dual shock absorbers, new hood, etc.; £565; terms, exchanges, etc.

GR AYS CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [8901

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1950 (September) Jaguar 3½ Mark V saloon, steel grey with red leather, genuine mileage under new 8,153 miles, maintained by an engineer, immaculate throughout; price £1,200.—Philip H. Johnson, Ltd., opposite G.P.O., Kings Lynn. Tel. 2424. [8628

795 gns.—Jaguar, September 1948, 3½-litre four-some drop head coupé, black, brown leather, heater and demisters, one careful owner, moderate mileage, good tyres, exceptional condition; terms, exchanges. —Rowland Smith, below.

595 gns.—Jaguar, July 1946, 3½-litre saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 (November) Jaguar 1½-litre special equipment saloon with radio, suede green, green leather, indistinguishable from new, maintained by Jaguar; £795 or part exchange considered.—George Wills Car Sales, 8, Cranley Mews, S.W.7. Tel. Kni. 1566. [8956

TANKARD & SMITH, Ltd., offer 1939 S.S. 100 3½-litre sports 2-seater, finished in beautiful metallic French blue with dark grey leather; this car has an excellent history and is in remarkably fine condition throughout; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [C4026

1946-7 Jaguar 2½-litre saloon, special equipment model; we have stripped this car in our works and recellulosed Jaguar gunmetal and rechromed, the interior is upholstered in red leather, and we have fitted new best quality carpets to match; the whole of the car is equal to a 1952 car, mechanically she is really excellent, having been recently overhauled at the Agents at a cost of over £100; also fitted with new R.M.V. push-button radio, heater and demister; the appearance of this car is second to none and the performance is truly amazing; £525; terms, exchanges; free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5434. [0872/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0945/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0254/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars —Tel. Palmers Green 1205/7173. [W4002/R

JAGUAR in good condition for cash.—Tel. Valentine 2098 or 4674. [8455

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

CAMDEN MOTORS wish to purchase 1½-litre pre-war series Jaguar saloons and drop head coupes, also post-war 1½-litre saloons and 3½-litre Mark V and Mark VII series. Particulars and price required to —

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

Jaguar Spares and Service

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7173. [8400Z/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4618-9 [0404/R

LEONARD WILLIAMS & Co. (1940) Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0526/R

WEMBLEY COURT MOTORS SERVICE STATION — Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

WHAT car gives over 20 mpg?—a Metamet converted Jeep.—980, Belsize Lane, N.W.3. [0534

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241/R

UNREGISTERED Jeep utility, fitted most attractive body; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

JEEP

JEEPS right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 1097a, Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406. [C1010

175 gns.—Jeep Willys, registered October 1946, green, hood, spare wheel, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange p.an engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-355, High Rd., Chiswick, London, W.4. Chiswick 1919. [0055/R

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0954/R

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and Service 84-90, Holland Park Ave., W.11. Park 5077. [8305Q/R

JENSEN

BROOKLANDS: Individuality new and used.

1952 Jensen Interceptor, silver grey, red

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CASS'S MOTOR MART.—1938 Jensen 3½-litre sports saloon, reconditioned, written guarantee.—5, Warren St., W.1. Tel. Euston 3523 [C1040

JOWETT

HMBH

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1948 (November) Javelin de luxe saloon, fitted with hard crankshaft and in excellent condition; £625.

6 months "same as maker's" guarantee.

9 Albemarle St., London W.1. Tel. Grosvenor 5551. [C1018

CAR MART, Ltd.

1949 Jowett Javelin saloon, heater, 12,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

NEWNHAMS, Ltd.

1950 Jowett Javelin de luxe saloon, black with red radio, very carefully used; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

DENHAM SERVICE STATION, Ltd.,

THE used Javelin enthusiasts, offer:—

£925.—1950 (October) Javelin de luxe saloon, black, brown leather upholstery, recent overhaul in our own works, one owner.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266 [C1070

McKINNON MOTORS, Ltd., offer:—

1950 Series (Dec. 30, 1949) Jowett Javelin saloon de luxe, green, beige fluted leather interior, walnut facia, heater, 12,000 miles only, the whole car in brand new condition; £795; 6 months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

PURCHASE a few more good used Jowett from Kingston main agents.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1949 Javelin saloon, black, beige upholstery, 32,000 miles, good condition throughout.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [C4008

1952 Jowett Jupiter convertible, radio, heater, taxed, ready for the road; £1,570.

JOWETT SALES, 140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

JOWETT and Javelin main agents, spare and specialised Service.—Collier-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1951 Javelin saloon, fawn, negligible mileage, subject to Covenant, immaculate condition; £890.

JOWETT SALES, 140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004/2

1951 Jowett Jupiter special sports 2-seater, finished in Ice Blue, immaculate condition, 5,000 miles, a real bargain at £995.—Box 2341. [8959

1950 Javelin de luxe saloon, turquoise blue, one owner, many extras, £775.—Buntings, Ltd., Jowett main agents, Harrow. Tel. 6225/6. [8534

1949 Jowett Javelin saloon, grey and beige leather, fitted heater, four new tyres, low mileage, taxed December, in showroom condition; £750.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

JOWETT

COFPC

CLARKE'S OF PIRBRIGHT.

MAIN Agents.

OWNERS of Javelins, Jupiters and Bradfords are reminded that their vehicles are serviced by Jowett Main Agents, Day and Night Service Guildford, Woking and Aldershot area. Factory-trained mechanics. Spares and equipment to deal with every repair.

GUARANTEED used Jowett products including:—

1952 Jowett Javelin de luxe saloon, 8,000 miles.

1950 Jowett Javelin de luxe saloon, 4,000 miles.

VANS and utilities from 1946 upwards.

DEMONSTRATION model to the latest specification available to clients considering the purchase of new Javelins.

CLARKE'S OF PIRBRIGHT,

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2 [0322/R

GODFREY'S, Ltd., Jowett main agents, full Jowett service, spares and repairs; factory-trained mechanics.—228/234, London Rd., Croydon. Cro. 5641. [0465/R

£765.—1948-9 Jowett Javelin full de luxe saloon, black, red leather, heater, loose covers, etc. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1952 Javelin de luxe saloon, grey/red upholstery, immaculate, 7,000 miles, subject to Covenant, £963, also, prompt delivery of new Javelin, list price, £1,255 1/8.

JOWETT SALES, 140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004/1

1949 Jowett Javelin de luxe, immaculate condition, recon. engine one year ago, one owner, price £850 or near.—Boys, 12, Park Ave., Woodford Green, Buc. 2142. [8608

ROSE & YOUNG, Ltd., offer: 1950 model Javelin saloon, low mileage, immaculate condition, £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

FOR the convenience of Jowett Javelin, Jupiter, and Bradford owners, full spares, service, repairs and guarantee claims facilities now available.—Full range of new models and guaranteed used models on view at Jowett Service, 140-144, Golders Green Rd., London, N.W.11. Speedwell 0011 (10 lines). [0858/R

Jowett Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0954/R

DENHAM SERVICE STATION Ltd., wish to buy immediately the following Javelins:—

1950-51 Javelin de luxe saloons.

1949-50 Javelin standard saloons.

WE are always interested to receive details from Javelin owners wishing to dispose of low-mileage cars.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [W1070/R

CAMDEN MOTORS urgently require a 1949 and a 1950 Javelin saloon. Particulars and price required to —

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

JUPITER required by private buyer for cash.—Write Box Z.C.429, Deacon's Advertising, 36, Leadenhall St., E.C.3. [8927

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2464, 2625. 506, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0004/R

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spare and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities, trade requirements catered for.

G. W. WILKIN, Ltd., Weston Park, and 84, Eden St., Kingston-on-Thames. Kin. 2241-2 [0879/R

TRINITY CARS, Ltd., Jowett Javelin, Jupiter and Bradford main agents; specialists in repairs by factory-trained mechanics, full range of spares and replacement units.—34, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054/2

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares service, repairs and guarantee claimen facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0025/R

KAISER-FRAZER

KAISER-FRAZER 1950 model, first licensed Sept., 1949, stored for one year, right-hand drive, fitted original white wall tyres, spare unused, radio and many extras, full 6-seater, low mileage, almost new car; bargain price, or exchange new or second-hand Mark 7 Jaguar or Mark VI Bentley; seen London area; private; all replies answered.—Box 2303. [8737

LAGONDA

GUY SALMON AUTOMOBILES.

LAGONDA and Aston Martin agents.

1952 demonstration model coupé available.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4031/R

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [C5047/R

HAROLD RADFORD & Co., Ltd.

1950 (December) 2½-litre Lagonda foursome drop head coupé, automatic power-controlled windows, H.M.V. radio, heater and windscreen washers, colour carnation red with canary yellow upholstery, speedometer reading 7,702 miles, in virtually new condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

GUY SALMON AUTOMOBILES offer:—

1952 (April) Lagonda 2.6-litre drop head coupé, 2,000 miles, fitted H.M.V. radio, quite as new, £2,950.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001/1

BROOKLANDS Lagonda Distributors, latest models.

1950 Lagonda 2.6-litre saloon mileage 11,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1934 4½-litre pillarless saloon; reasonable offers.—Hay, Rush Barn, Wallingford. [8777

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

1933 16-80 4-seater drop head coupé, fine condition throughout, taxed for year.

1936 4½-litre Type L.G.45 pillarless sports saloon, detailed chassis and coachwork overhaul at cost of over £400 just concluded.

1939 6-cyl L.G.6 Rapide drop head coupé, 2,000 miles only since complete engine overhaul, probably the best maintained car of its type available to-day.

FURTHER particulars of these and other 4½-litre V.12 models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5384. [C1080

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

OFFERS, 1926 Lagonda 12/8 tourer.—Roy Smith Garage, Ltd., 49, Woodcote Rd., Wallington, Surrey. Wallington 2874. [8689

£245—16/90 sports saloon 1935, rebored 1951, Hills available.—Foulds, Crockham Hill (Kent) 302 or Pad 1161. [8842

1935 Lagonda Rapier 10hp 4-str. d.h. coupé, recellulosed, recent recon. eng., renovated at cost of over £300. £325.—Carr Bros., The Soho Garage, Soho Square, London, W.1. Ger. 6676-9. [8962

LAGONDA Rapier 4-seater coupé (Dec., 1934), chassis No. D.11296, fitted with Austin 10 engine and gear box, body rough, mechanically sound, tyres good, battery new, a chassis for the enthusiast; £90.—Chambers, Hawkstone Ave., Guiseley. Tel. 420. [8765

YOUR choice—a slightly used Lagonda drop head foursome coupé, black with red furniture hide upholstery or a saloon finished in bronze with red upholstery both 1952 cars and complete to the latest specification; they are unsoiled and have run a very small mileage.

YOUR enquiry solicited.

J. BLAKE & Co., Ltd.

LAGONDA Distributors, 110, Bold St., Liverpool.

LAGONDA, Autocar Liverpool. Tel. Royal 6622. [8111

£395!!!—1934 Lagonda 3-litre Selector special 21hp 4-door pillarless saloon, with ordinary type gearbox; this vehicle is a specimen motor car, any enthusiast would purr with delight over this car; all ordinary equipment, tools, jacks, handbook, etc.; in definitely outstanding mechanical condition and beautiful spotless bodywork, you won't find another like this; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hamstead High St. (Hampstead Tube). Ham. 6041.

WANTED privately, post-war Lagonda; immediate decision, cash.—Acres Cottage, Sonning-on-Thames. Tel. 2345 Sonning. [8661

CHILTERN CARS require a 1936/1940 4½-litre drop head coupé or Rapide.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LANCHESTER

ELITE MOTORS offer:—

1938/9 Lanchester 14 Roadrider sports saloon, bills for nearly £300 spent on extensive reconditioning; £350.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 10hp saloon (1948), black with fawn interior, radio and loose covers, in excellent condition throughout; £695.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404), 7, Hertford St., Russell Square, W.C.1 (Terminus 74641). [C4022

£299—1938 Lanchester 14 4-door de luxe saloon, in exceptional condition throughout.—Below.

£85—1933 Lanchester 10hp 4-door de luxe saloon.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £675.—Campbell Symonds, Arnold 2246. [C1057

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

189gns.—1937 Lanchester Roadrider saloon, clean car; terms, exchanges.—Autoships, 5, Balham High Rd., Balham 1509.

1937 (Apl.) Lanchester Roadrider saloon, sun roof, black, green leather, two owners since new, taxed; £235.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Lanchester 11hp saloon de luxe, heater, etc., beautiful condition.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

LANCHESTER 12 4-door de luxe saloon, green/black, engine, etc., completely reconditioned at cost £100, excellent tyres, good order throughout, taxed; £255 o.n.o.—Stubbings, 2, Buxton Drive, New Malden. Tel. Malden 4280. [8784

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

WANTED, 1947-48 Lanchester 10hp, exchange 1937 Riley 9hp, in outstanding condition, and cash adjustment.—Copsland, Cartref, Cryers Hill, High Wycombe. [8659

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Alfens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

GOOD examples are becoming increasingly scarce.

WE usually have the best available.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4035

1939 Lancia Aprilia, completely rebuilt by Lancia's in 1948 and in very exceptional condition throughout.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

LANCIA

LANCIA 4-litre saloon, by Mulliner (rebuilt 1950), immaculate condition, many extras, sell H.P. or exchange smaller car, cash either way.—Scott, 64, Borough Rd., Altrincham. Tel. 4648. [8815

PRIVATE owner offers magnificent 3-litre 6-cylinder Lancia Astura, with beautiful 4-door sports saloon body by Young, of Bromley, black with blue hide interior, 12,000 miles since complete overhaul by Lancia in 1951, four new India tyres, in addition to three spares, taxed until 1953, from rest to 85 m.p.h. on top gear, with 18-20 m.p.g. and superb cornering and roadholding; will accept the very low price of £375.—G. North, Compton Abdale, Cheltenham. Tel. Withington 20. [8679

1937-8 Lancia Aprilia pillarless saloon, finished in gunmetal silver grey; this car has just been fitted with a genuine works reconditioned engine and is just run-in; the performance is really amazing, she will cruise at 70 m.p.h. and has a maximum of over 80 m.p.h., the petrol consumption is well over 50 m.p.g.; the steering qualities and roadholding is really superb, and gives one every confidence at really high cruising speeds of which these cars are capable, until you have driven a Lancia you have never experienced first-class motoring; we have three of these cars in stock from £475, write for details, terms, exchanges; free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2595. [0343/R

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0362/R

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565.

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

DICKS

1948 Lea-Francis Utility, maker's body, immaculate condition; £750.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

JACK ROSE, Ltd., offer:—

1948-9 Lea-Francis 2/4-seater 14hp sports, in green with beige leather, a beautiful car almost unmarked; accept £695; open 9-8.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3036

BROOKLANDS.—Individuality new and used

1948 Lea-Francis 12hp sports 2-str., green.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1952 Lea-Francis 14hp saloon, fitted radio and heater, 2,000 miles only, cost £2,000; £1,350.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 Lea-Francis 14hp saloon, black, brown hide, owner had operation, 14,000 miles, immaculate, £1,450.—Gummer, Northfield, Harthill, nr. Sheffield. [8946

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties. New Price Level. The following cars represent first-class value and are all guaranteed for 3 months.

1949 Lea-Francis 14hp 6-light streamlined saloon, black, beige leather, one owner, 14,000 miles, heater and demister, a fine car which has been chauffeur maintained offered at £1,375.

1950 Lea-Francis 18hp 6-light streamlined saloon, gunmetal, maroon hide, one owner 16,000 miles, radio, and heater and demister, a very fast car of modern appearance, £1,725.

1950 Lea-Francis 2½-litre sports 2/4-seater, black, red leather, 23,000 miles, one owner, serviced and guaranteed; £1,075 (present list price £1,950).

1950 Lea-Francis 14/51 (body style) 14hp 4-door saloon, maroon, maroon leather, one owner, radio and heater and demister, loose covers, 21,000 miles, carefully maintained; £1,395.

1951 Lea-Francis 14hp 4-door saloon, dark green, green hide, one owner, radio, heater and demister, 8,000 miles only; £1,475.

1951 Lea-Francis 14hp estate car, natural wood, maroon bonnet and wings, etc., one owner, radio, heater and demister, 18,000 miles, a practical vehicle with saloon car comfort; £1,295.

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. [C2010

£175—12-40 ohv Lea-Francis, completely rebuilt professionally, new aluminium 4-seater body, magnificent condition.—For full details apply 39, Orford Gardens, Twickenham, Middx. Popesgrove 1465. [8601

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Les-Francis Spares and Service

CHARLES FOLLETT, Ltd.—Les-Francis distributors for London and the Home Counties are always glad to hear from Les-Francis owners. SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Les-Francis London Service Station, Works and Stores:—BARNSDALE Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

SIMPSON'S MOTORS offer:—

1951 Ford saloon, all extras, fitted with overdrive.

1950 Ford Six excellent condition, cream, fitted with seat covers and heater.

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.

1950 Ford station wagon, full de luxe, all extras. —Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/3905. [C4015

1950 Lincoln Mercury black 4-door saloon, all extras, very low clean lines.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£500—1936 8-seater limousine 12-cylinder 47hp Lincoln engine, body, coachwork and tyres (six) perfect in every detail, any trial.—64, Dagenham Rd., Romford, Essex. [8862

LINCOLN-ZEPHYR

295 gns.—Lincoln-Zephyr, 1937, 57hp V.12 4-door 6-seater station wagon, natural timber body, glass all round, removable rear seats, rear entrance, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lloyd Cars Wanted

LLOYD in good condition for cash.—Tel. Valentine 2098 or 4674. [8456

LA RAUDER

LA RAUDER (new). See under "New Cars for Sale." —Arnold G. Wilson, Ltd. [8496

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd., offer:—

MERCEDES-BENZ 540 K super-charged 2-seater d.h.c., believed only 1939 model in country, superb condition, ivory with pigskin.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052 7258/7154. [C1046/1

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1936 Type 500K 4/5-seater cabriolet, blue with beige hide, recent mechanical overhaul; reasonable offers invited.—Victoria 8715. [5578

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5165

MERCURY

1949 Mercury convertible, power-operated windows and hood; in most exceptional condition; £1,195.—Taylor and Crawley, 46, Kensington Court, W.8. Western 6015. [8915

M.G.

PC

M.G. T.C. 2-seater Roadsters, choice of 6, 1946 to 1949; £395 to £595.

M.G. T.B. 10hp Tickford d.h. 2-seater, specimen 1939, £495; M.G. T.A. 10hp 2-seater, 1938, £345.

M.G. 2-litre drop head foursome, choice of 3, 1938; £275 to £350.

M.G. 2-litre saloons, choice of 2, 1938; £255 and £285.

M.G. P.A. 8hp 2-seaters, choice of 3, 1934, £175 to £265; M.G. P.B. 4-seater, 1936, £295.

M.G. 12hp Magnette 4-seater, 1935, £255; M.G. 12hp Magnette 2-seater, 1935, £245.

M.G. J.2 8hp 2-seaters, choice of 3, 1933; £165 to £195.

M.G. 8hp M type 2-seaters, choice of 3, 1930; £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 6841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C3041

RAYMOND WAY.

RAYMOND WAY of KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1936 M.G. P.B. series 2-seater sports, dark grey with upholstery to match, engine reconditioned back to standard, very fast and economical; 24gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6034, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

CAR MART, Ltd.

1949 '50 M.G. T.C. 2-seater, 8,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

TOM GARNER, Ltd., offer:—

1950 M.G. 1¼-litre saloon, sun bronze, with red leather, 15,000 miles.

1951 M.G. TD sports 2-seater, black, with red leather, 8,000 miles only; list price plus handling charge.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

JACK ROSE, Ltd., M.G. Agents, offer:—

1949 '50 M.G. T.C. 2-seater, 4,500 miles, one owner, almost unmarked, with extras; accept £650; several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. Open 9-8. [C3056

M.G.

PALMERS MOTORS, Ltd.

1946 M.G. sports T.C. model; £450; exchanges, terms.—53, York St., Twickenham. Popesgrove 1890. [C3054

CHARLES RICKARDS, Ltd., offer:—

1949 (Mar.) M.G. TC 2-seater, finished red, with red leather, very carefully maintained, 16,500 miles, taxed; £595.

ALSO a good selection of genuine low-mileage cars, offered with our 5 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, black, red leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PARADE MOTORS (MITCHAM), offer:—

P.A. M.G. 2-str., first-class condition; £225.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [C3036

NORTHERN MOTORS OF HARROW offer:—

A 2.6-litre saloon which is guaranteed to be the finest specimen for sale in England to-day; this is a bold statement and one which we would not put in print unless we were absolutely certain of its truth; a wordy description of superlatives would be pointless; briefly, this car is as near to the original new condition (cellulose included) as possible; additions include chrome wheel discs, radio and one year's tax; look at every 2.6 M.G. you can find and then inspect this one, that is all we ask; the price is £525.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

M.G. 1936 2-litre d/h coupe; handsome, sound car; £300 or offer.—Box 2342. [8945

M.G. sports, green, 1947, small mileage, excellent condition; £460.—Box 2314. [8812

£475—1947 m-de M.G. T.C. sports 2-seater, spotless condition, bargain.—Below.

£450—1939 M.G. 2.6-litre drop head foursome coupe, grey, red leather, in exceptional condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024

£925 snip.—T.A., red, 1937, tyres, chrome as new.—Tel. Gillingham, Kent, 5626. [8766

1935 P.A. 2-str., red, good condition, photo and partics.; £250.—Box 2273. [8661

1950 M.G. TD 2-seater, ivory, red leather, spare unused, one owner.—Below.

1949 M.G. TC 2-seater, blue, extras, low mileage, one owner.

RIPCO, Ltd. (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2252. [C3052

BEARTS, of Kingston M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

1950 M.G. 1¼-litre saloon, equal to new, very small mileage; £895.—Kirbys, 91, Lord St., Southport. [8673

M.G. T.D. (May, '51), 9,700, R.M.T.A. consent, £50 extras, £825.—Payne, 5, Oldbury Rd., Blackheath, Staffs. [8866

1939 T.A. Tickford drop head coupe, mirrors, radio, excellent; £585.—191, Farnham Rd., Slough. [8795

1947 M.G. T.C., black with beige upholstery, good condition all round; best offer over £400.—Box 2270. [8655

1949 M.G. 1½ saloon, radio, extremely nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4634. [C1010

£365—M.G. 1¼-litre 1938 sports saloon, very attractive, tip-top mechanically, dual horns, radio, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, H.P. [C1017

1949 1¼-litre M.G. saloon, black with red leather, radio taxed; £795.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1939 M.G. 1½-litre D.H.C., smart reliable car, £349.—Traynor Motors of East Ham. Grs. 2550. [C4052

1950 M.G. 1¼ saloon, maroon, one owner, small mileage as new; £325.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

M.G. 2-litre, 1936, private owner seeks best offer, good condition, both loved and loveable.—Fancourt, 174, Rivermead Court, S.W.6. Renown 3294. [8686

NAYLOR & ROOT.—1950 M.G. T.D. sports 2-seater, duo green, low mileage, £795; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5032

395 gns.—M.G. Midget July 1939, 11hp T.B. 2-seater, Abingdon blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365 gns.—M.G. 1939 2.6-litre 4-door sports saloon, black, sliding head, brown leather; taxed; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1934 8hp P. 2-seater, black, red leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Magnette, 1934, 12hp N type sports 2-seater, black, leather upholstery, bronze cylinder head, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£575!—M.G. 1¼-litre saloon, brand new engine and lined brakes, coachwork and sprinaing in excellent condition, Motorola wireless, for inspection.—Tel. Slo. 2892. [7860

1938 2-litre d.h.c., in excellent condition throughout, within past year has had reconditioned engine, brakes, back axle, respray, new hood, shockers, all tyres nearly new; £325.—Ironside, Uxbridge 2073, Ext. 22 [8958

M.G.

ARCHIE SIMONS & Co., Ltd.—1947 M.G. T.C. 2-seater, colour bronze, red leather upholstery, fitted radio, excellent condition throughout; £515.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1939 1½-litre saloons, drop heads, extensively reconditioned, some by makers, choice 9 cars; prices from £375.—Speedsters, Ltd., Horley 688. (See Sports Car column.) [C4020

£250—1937 M.G. 2-litre sports saloon, black, cream wheels, beige leather, good condition.—Tel. Weymouth 1272 day, 2207 night. Sunfold, Southdown Ave., Weymouth. [8761

1950 M.G. T.D. 2-seater, black, spare unused, exceptional condn. throughout, £625; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

MAYFAIR COUNTRY CARS offer TC, exceptional condition, low mileage, black, new hood; £475; any make of car taken in exchange; deferred terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C5008

WALTER SCOTT, Ltd.—1956 M.G. P.B. 2-seater, blue, 41,000 miles since engine reconditioned, excellent throughout; £265; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4005

1937 M.G. 2-litre sports saloon, a car of quality with pleasing performance and attractive lines and in excellent condition; £325.—Carr Bros., The Soho Garage, Soho Square, London, W.1. Ger. 6678-9. [8959

£895!!—M.G. saloon, 1¼-litre (May, 1950), a beautiful little car in immaculate green with fawn interior, mechanically one of the best we have ever had and open to any test or trial, fitted latest type D.R.H. Trimatic radio, and other extras.

£745!!—M.G. 1¼ saloon (February, 1948), one fastidious owner since new, original black coachwork completely unmarked, 18,750 miles but looks like 10,000 at the very most, heater, seat covers, etc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

1946 (late) M.G. T.C., black, June overhaul by leading M.G. specialists, decarbonised, steering and brakes renewed, excellent appearance throughout; £465.—8, Lincoln St., Chelsea. Kensington 1349 after 6. [8656

XXX 1939 (April) M.G. 2.6-litre drop head 4-seater coupe, metallic grey with blue leather, luxuriously equipped, twin horns, fog lamp, immaculate and most attractive appearance, thoroughly recommended, attractive price with guarantee; terms exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Lanaham 0012. [C2305

CARR BROS. GARAGES, through all branches, open week-ends and evenings (Soho Garage, Soho Sq., W.1, Gerrard 6678/9) (Airways Garage, opposite London Airport, Hounslow 4606) (Head Office, Brighton Rd., Purley, Surrey, Uplands 4311). Offer a wide selection of M.G. saloons and roadsters; £165 to £525; particulars on request, supreme for service. [8965

M.G. Cars Wanted

C

M

THE CAR MART Ltd. wish to purchase M.G. Cars.—520, Euston Rd., N.W.1. Euston 1212. [0096/R

ROWLAND SMITH'S

ROWLAND SMITH'S the M.G. buyers.—Hamosteads High St. (Hampstead Tube). Ham. 6041. [0048/R

M.G. in good condition for cash.—Tel. Valentine 2098 or 4674. [8457

T.D. M.G. wanted, exchange 1¼-litre saloon, cash adjustment.—Erskine, Woking 550. [0697/R

PERFORMANCE CARS urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 6841 (4 lines). [W3041/R

URGENTLY required, 1947-50 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [W772

JACK ROSE, Ltd., M.G. agents, wish to purchase good M.G. cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [W3056

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock). Mayfair W.1. Mayfair 3104-5. [0696/R

M.G. Spares and Service

TOULMIN MOTORS, M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 81. [0549/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 6841. [8504/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3063. [0453/R

MORGAN

CAR MART, Ltd.

1950 Morgan 4/4 2-seater, 10,000 miles; £650.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

1947 Morgan 4-4 drop head coupe, 2-seater, faultless.—Newbould, Limitree Ave., Retford. Tel. 57. [8365

MORGAN Plus 4 1942, cream, maroon leather, fitted radio, offers to—Richardson, 891, High Rd., London, N.12. [8852

MORGAN Plus 4 (January 1952), colour green, special bodywork, 5,000 miles, perfect condition; £850 o.n.o.—Butler-Henderson, 39, Bathurst Mews, W.2. [8829

1950 Morgan 4/4 sports 2-seater, one owner, speedometer reading 7,606, 2 spare wheels unused, metallic grey, as new; £540.—Everyreen House, Stanway, Essex. Tel. Colchester 2600. [8896

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

1950 (May) Morgan 4/4 2-seater, 15,000 miles genuine, laid up one year whilst owner abroad, in B.R.G., w/tone horns, copper exhaust, Servais silencer, in beautiful condition throughout, one owner; £680 or offer.—CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1056

545 gns.—Morgan 4/4, May, 1949. 10hp drop head coupe, blue, black leather, two spare wheels, one careful owner, genuine 13,250 miles, practically new condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£780.—1951 (June) current model 2-litre Plus-4 Morgan 2-seater in British racing green, 10,000 very slow and careful miles, meticulously maintained, private owner offers immaculate car, equal to new at £100 below list price.—G. North, Compton Abdale, Cheltenham. Tel. Withington 20. [6680

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

MORGAN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8458

XXX Cash immediately for good Morgan.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

MORRIS MINOR, 1950, perfect; £625.—41, Arragon Gardens, Streatham, London, S.W.16. Pol. 4720. [8691

1949 Morris Minor saloon, 9,000 miles, immaculate; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May, 3051. [C3045

1950 Morris Minor, black, saloon, 4,000 miles only, as new; £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

130 miles.—1950 Morris Minor saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 Morris Minor 4-door saloon, 5,500 miles, controlled price, B.M.T.A. consent.—Ernest Sutton, Tel. Rogate 4. [C4023

1950 (Feb.) Morris Minor saloon, black/beige, one owner, taxed for year, 13,500 miles, heater, as new. TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

1949 (November) Morris Minor maroon tourer, fitted radio, heater and Jarvis conversion hood; £645.—Haddow, The Wynd, Letchworth (Tel. 615). [8602

1949 (October) Morris Minor 4-seater tourer, black, in exceptional condition throughout; any inspection or trial; £550.—Wembley Court Motors, High Rd., Wembley. Wembley 8767-8. [C4050

1950 (April) Morris Minor saloon, one owner, 5,600 miles genuine, green, beige upholstery, extra fittings include hand controls suitable for disabled driver, complete vehicle as new; £695; exchanges; hire purchase.—H. H. Motors, 1,464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS MINOR, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8459

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0383/R

MORRIS MINOR saloon wanted, faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [8263

1949/1950 Morris Minor saloon or tourer wanted for cash.—" St. Clair," Chestnut Close, Amersham, Bucks. [W1303

C A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May, 3051. [W3043

MORRIS EIGHT

COACHCRAFT offer:—

£100! 1936 series (reg. Nov., 1935) Morris 8 4-seater tourer, excellent mechanical condition, new engine recently fitted, bills for servicing and replacements available; thoroughly reliable and presentable little car, all good tyres.—Coachcraft, Elm, Eversham. Tel. 6539. [C1053

GATEHOUSE MOTORS offer:—

1938 Morris 8 saloons, choice of 3; from £255.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

WILCOX (SLOUGH), Ltd., offer:—

£535.—1948 4-door Morris 8 saloon, exceptionally clean, low mileage, new motor recently fitted, beige, brown leather upholstery.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted radio, condition as new throughout, special offer; £575.

1938 Morris 8 4-door saloon, black, in excellent condition throughout, specially reduced; £275.—Wembley Court Motors, High Rd., Wembley, Wembley 8767-8. [C4050

MORRIS EIGHT

1936 Morris 8 saloon, reconditioned engine; £185, o.n.o.—Tel. Hampstead 5479. [8775

1935 Morris 8 saloon, in excellent condition throughout; £175.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1946 (December) Morris 8 4-door saloon, black, sun roof, any inspection welcomed; £425.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

149 gns.—1937 Morris 8 saloon, terms, exchanges.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 Morris 8 saloon, taxed; £155.—Vaughan, 17, Astwood Mews, S.W.7. Frobisher 1319. [C4039

£495.—Morris 8hp 4-door saloon, 1948 model, green with brown leather, good order throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklefood Broadway, N.W.2. Gla. 2234. [C2006

1936 (Sept.) Morris 8 4-door sun saloon, one owner; £195.—Cranmore, Tel. 2040 Potters Bar. [C1062

£80 deposit.—1938 Morris 8 4-door saloon, as new.—Rous Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700, h.p. and exchanges. [C3059

1939 series E Morris 8 sun saloon, one careful owner, excellent, taxed, £315.—Livingstone 2873. [8542

1939 Morris 8 2-door saloon, sliding roof, excellent all round, taxed; £285.—Speedy, Sloane 7210. [8904

1948 Morris 8 saloon, sliding roof, twin wipers, black, excellent condition; £460.—West Drayton 2458. [0798

1947 Morris 8 4-door saloon, black/brown, one owner.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [C4044

£175.—1936 Morris 8 4-door, guaranteed; payments.—Oldfield, 366, Kensington High St., W.14. Wes. 6631. [C3029

1939 Morris 8 (E) saloon; £380.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 8312. [C4019

1939 Morris 8 de luxe saloon, perfect order; £295.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [C1030

1939 Morris 8 series E tourer, new engine, 8,500 miles, exceptionally reliable; £300 o.n.o.—Campbell, 233, Iffley Rd., Oxford. [8807

£285.—1939 series E Morris 8 4-seater, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1936 Morris 8 tourer, good condition and tyres, clock, thermometer, Fram, sprung s/wheel; £185.—Prescott, Highfields Rd., Witham, Essex 3279 (after 6 p.m.). [8776

225 gns.—Morris 8, 1936 model, de luxe 4-door saloon, blue and black, sliding head, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris 8, March 1946 de luxe 2-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 model Morris 8 2-door d/l saloon, blue/black, moderate mileage, new tyres, almost unmarked inside and out, numerous useful extras, striking appearance, price £245.—Everson, Enfield 0265. [8637

1947 (June) Morris 8 sun saloon, black, brown upholstery, exceptionally clean condition, £460; exchanges; hire purchase.—H. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1938 Series II Morris 8 2-seater, black/red, reconditioned, reupholstered, new hood and in exceptional condition throughout 3 months' guarantee; £295.—K.L.M. Motors, Ltd., 101, Brixton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

£295!!!—4-door de luxe Morris 8 saloon series II model 1938, in unusually good condition for its year, and quite one of the pre-war specimens we have handled, no rust or corrosion in body, attractive cellulose and interior upholstery, bills available for overhaul this year, economical and lively little engine.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

CAMDEN MOTORS urgently require pre- and post-war Morris 8 series E saloons. Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

MORRIS TEN

LAYTONS OF OXFORD offer:—

1939 Morris 10hp saloon in black with brown leather, first class condition both engine and bodywork; price £375, or terms over 18 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 5381. [C2054

ACE SERVICE STATION (LONDON), Ltd., offer:—

1948 Morris 10, excellent condition; £550.

NORTH Circular Rd., Stonebridge Park, N.W.10. Rear 5585 (5 lines). [C1000

1937 Morris 10 saloon, original condition; £255.—Jack Poznet Autos, Hendon 1423-4. [C3063

REALLY immaculate Morris 10, 1939, cost £475 Feb., 56 mpg, best offer.—67, Leadale Ave., Chingford. [8605

1934 Morris 10 saloon, very good running order; £145.—Cranmore, Tel. 2040 Potters Bar. [C1062

MORRIS TEN

435 gns.—1947 Morris 10 saloon, indistinguishable from new; terms, exchanges.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1947 Morris 10hp saloon, black with brown leather, one owner; £425.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1938 Morris 10 saloon, one owner, perfect condition.—Herbert & Mills Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

MORRIS 10 1946 black 4-door saloon, maintained by agents throughout, just recellulosed and in excellent condition; offers.—Robinson Bros., Ltd., Phoenix St., West Bromwich. [8598

1940 Morris 10 saloon, reconditioned engine 1950, good condition all round, excellent runner; £350 or near offer.—Armstead, 53, Vale Drive, Horsham, Sussex, for appointment. [8845

1948 Morris 10 de luxe saloon, green, brown leather, immaculate condition throughout; £575.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

£565!!!—Very exceptional 1947 Morris 10 saloon with sun roof, one meticulous private owner, engine just overhauled for first time, black cellulose absolutely unmarked, interior still smells new.—Northern Motors of Harrow, 196-194, Pinner Rd., Harrow 4444. [C3025

MORRIS 10hp series II 4-seat close coupled Club coupe, a perfect specimen of the most attractive Morris model, one owner, new engine, shock absorbers, tyres, batteries recently fitted, open A.A., R.A.C. examination, taxed Dec.; £255.—Cutler, Barn Cottage, Walberton, Arundel, Tel. Eastergate 367. [8852

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977 R

MORRIS TWELVE

£225.—1938 Morris 12 4-door d.h. saloon any trial, a bargain.

G.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

1939 Morris 12 saloon, new tyres, carpets, reconditioned engine, showroom; 295gns.—93, Monarch Parade, Mitcham. [8851

TANKARD & SMITH, Ltd., offer 1939 Morris 12 saloon, black, brown leather, a very clean car; £315.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

£385!!!—Morris 12 Series 3 de luxe saloon, having just completed £150 major overhaul including engine, clutch, steering, bodywork, etc.; this vehicle is magnificent and one of the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6282. [C2052

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0978/R

MORRIS FOURTEEN

MORRIS car, 14hp, recellulosed, excellent order; £225 or near offer.—Hines, 527, Commonside East, Mitcham Pol. 2037. [8701

MORRIS OXFORD

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Morris Oxford saloon, a fine example of a good used car; £725.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6285. [C2042

1951 (August) Morris Oxford black saloon, red leather, 8,000 miles; B.M.T.A. permission.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1950 Morris Oxford, 14,200 miles, one owner, green, H.M.V. radio; £750.—Haskins, Ladbroke 1155. [C3027

1950 model Morris Oxford saloon, 15,000 miles, very nice condition; £715 o.n.o., private.—Thornton Heath, 1078. [8803

1950 8,000 miles, beautifully maintained in new condition, seen Stanmore; £825.—Grimsdyke 1691. [8688

1950 Morris Oxford saloon, heater, radio; £775.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

7000 miles.—1951 Oxford saloon, as new, subject balance Covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 Morris Oxford saloon, black, with fawn leather, new tyres, new battery, 19,000 miles only, excellent condition; £650.—John Trigg, Ltd., Esher 1234. [C4033

1950 Morris Oxford saloon, fitted with heater and licensed to end of year, splendid condition, £750.—Pantiles Service Garage, London Rd., Guildford 5326. [C3033

Morris Oxford Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0384/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. [W4052

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 6,000 miles; £845.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

AUG. 1950 Morris Six, one owner, 6,000 miles, as new; £600.—Bygrave, Uckfield (Sussex) 483. [8955

1950 (July) Morris Six, 19,250 miles, one owner, perfect condition; £725.—Sandhills Corner, Hayling Island 77634. [8799

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS SIX

1950 (July) Morris Six, in superb condition throughout, one owner, bargain; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1950 Morris Six, heater and radio, grey, one owner, 750gns; part exchanges terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4524

Morris Six Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

Morris Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979/R

MM MORRIS wanted.—Smith's, 96, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798/R

XXX Cash immediately for good Morris.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

Morris Spares and Service

GENUINE Morris spares immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0361. [0471

RECONDITIONED exchange engines.—Tamworth Park Autos, 54, Tamworth Park, Mitcham. Mitcham 2859. [7955

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

WEST LONDON.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [8504/R

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1947-8 Oldsmobile convertible, hydramatic drive, very good condition, all extras.—Simpson's Motors, (Wembley), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS) Ltd., offer:—

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,850.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £395.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113/R

1949 (December) Oldsmobile model 98 4-door saloon, black, Rocket V.8 engine, literally new car in every respect.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1949 Rocket Oldsmobile 88, 4-door saloon, low mileage, hydromatic drive, radio, heater, beautiful condition; £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8562

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas, (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

OPEL

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1937/8 Opel 12hp Kadet cabriolet, blue cellulose, nice appearance, recent reconditioned suspension unit fitted and engine overhauled; 189gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (A Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980/R

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631/R

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. [0526/R

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

PACKARD, sole concessionnaires offer:—

PA SELECTION of completely reconditioned limousines, saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

1939 Packard Super 8 6-seater saloon, black, grey cloth, steering column gearshaft, taxed year; £395.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

1937 Packard drop head coupe, very good condition; £195.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [C1030

1939 Packard 30 saloon, guaranteed; £330; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1947 Packard Clipper, 8-cylinder de luxe, radio, heater, covers, low mileage, right-hand drive, beautiful condition; £1,195.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8564

PACKARD Super 8 1937 sportsman's 4-door saloon, total mileage 46,000, in absolute original condition, unmarked, two owners, perfect throughout, taxed year £450.—Merton Motors, 16, Mary St., Birmingham, 12. [8820

£695!!! Packard 8-seater limousine, March 1938, one owner and in very fine condition indeed, excellent black coachwork, widest face forward occasional seats, winding division, large type rear luggage boot and all usual accessories, £200 reconditioning carried out this year, engine stripped down, bored, sleeved, crankshaft reground, all components renewed as required, since when the car has done no mileage whatsoever except for road test of 90 miles, bills produced for this and other work, whole car in condition to give a magnificent term of service and cannot fail to appeal to any high-class hire operator.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers, Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

7 SEATERS private 1937/8/9 Limousines required, cash waiting. Aipe & Saunders, Providence Court, North Audley Street, Mayfair. 2941. [C1006

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903/R

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Bull clinics, Great West Rd. Brentford, Middlesex. Ealing 3400. [0469/R

PONTIAC

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head foursome coupe, all-electric, radio, heater, etc.; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

PONTIAC, registered April, 1949, 4-door saloon, just passed out by distributors, two-colour grey and without the slightest blemish.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers, Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0821/R

EMERYSON 500, ex-Paul Emery, rebuilt, virtually new car, 1.f.s., De Dion rear, Newtons, crash bar, special cam, J.A.P.; £525; new R.A.C. medical regulation prevents owner racing.—Ian Pelling, 18a, Sheen Rd., Richmond 0921. [8788

H.W. MOTORS, Ltd., offer the most successful Alta of all time, the 1½-litre supercharged single-seater owned and raced by George Abecassis; the car has been extensively modified and brought up to date, including latest type brakes and new supercharger, engine at present undergoing routine overhaul and being fitted with latest type crankshaft; could also be rebuilt as an unblown 2-litre; £700.

H.W.M. chassis available for sale.

H.W. MOTORS, Ltd., Walton-on-Thames. Tel. 2404-5-6. [C2042

RAILTON

£120—Railton '38 3-str. d'head coupe, 29hp, good cond., overhauled, fast.—Cen. 4548. [8623

1935 model Railton Straight Eight, 29hp, good mechanically; £130.—Righton, Brailes, Banbury. [8755

A-ONE MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars; also all spares.—266b, Belgrave Rd., S.W.1. Victoria 6285. [0555

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night: Bayswater 6753). All models available and wanted. [5467

1936 Railton saloon 28.8hp, in perfect condition, over £300 spent on comm.ete overhaul including upholstery, engine not fully run in, very fast car.—Mathews Garages, Ltd., Stanstead, Essex. Tel. Stansted 2554. [8856

1939 Railton 16.9hp saloon, 22 mpg, engine reconditioned March, '51, clutch, rear-diff., road springs, dampers, reconditioned December, '51, new battery August, '52, 4 new tyres, 5 other good ones, fitted wireless, heater, demister, twin foglamps, terrific performance, full history, owner posted unexpectedly Australia; £460 o.n.o.—25, Mount Nod Rd., Streatham 0478. [8905

Railton Cars Wanted

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1939 26hp Renault saloon, 6-str.; £295.

1939 9hp saloon de luxe, beige, taxed year; £325.

1938 12hp Renault, £275.

1936 14hp limousine, 7-str., roomy, fine hire car, £350. [0126/R

1937 Renault 12 saloon, to clear; £125.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Renault 760 (B.M.T.A. permission), 14,000 miles, £600, licensed.—S. & B. Garage, Sandyford, Tunstall, Stoke-on-Trent. Tel. 88320. [8781

1949 Renault 8 4-door saloon, 25,000 miles; £445.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

£645!!!—De luxe model, Renault 760 4-door saloon, late 1950, in condition almost indistinguishable from brand new, this rear engine model with all the latest features, heater, etc., has done an incredibly small mileage, and is guaranteed in writing by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [C1035

465gns.—Renault 8, January, 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition, terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2098 or 4674. [8460

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

RICHARDS & CARR buy year-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

RILEY

B. J. HUNTER, Ltd., offer:—

1948 Riley 1½-litre saloon, fitted radio, really excellent condition throughout; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, 19,000 miles, faultless condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4301

JACK STONE & SON offer:—

1938/9 Riley 12hp 4-door black saloon, red leather upholstery, exceptional condition; £315; cash or terms.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7 [C4021

11—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

RILEY 9 Merlin saloon, 1936 (July), 4 tyres, as new, taxed December, excellent runner; £195.

C.N.K. MOTORS, 253, Finchley Rd., N.W.3. Hampstead 5712. [C1052

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346. [0079/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041

RILEY 1½-litre saloon, Nov. '46; £595.—Blue Star Garages, 364, Kensington High St., W.14. Western 5651. [8676

1949 Riley 2½-litre saloon, black.—Jack Olding & Co., Ltd., North Audley St., W.1. Grosvenor Mayfair 5242. [C3050

RILEY, 1956-7 Falcon, £200 spent mechanical overhaul 1951, resprayed, new tyres, battery; £295.—Waxlow 2831. [8762

1951 Riley 1½-litre saloon (reg. Nov. 1950), black, with Brown leather, one owner, genuine 12,000 mls., as new; £1,095.—Below.

1950 (Jan.) Riley 1½-litre saloon bronze, with red leather, one owner, 14,000 mls., as new; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8770

1936 (April) Riley 15/6 Kestrel saloon, one owner, 45,000 miles only, black with brown leather, condition 100%.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8809

1937 Riley 12hp Kestrel saloon, black with green leather, excellent condition; £335.—Pantiles Service Garage, London Rd., Guildford 5526. [C3035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1951 Riley 2½-litre saloon, maroon, with red leather, built-in Riley heater, under 7,000 miles, the car is quite new; £1,225.—Below.

1951 Riley 1½-litre saloon, green, with green leather upholstery, 12,000 miles, exceptionally nice condition; £1,150.

J. BLAKE & Co., Ltd.,

RILEY distributors, 110, Bold St., Liverpool, L.

GRAMS: "Autocar, Liverpool." Tel. Royal 6622. [6112

1949 (August) 2½ Riley, black, exceptionally clean, one owner; £850.—Cranmore, Potters Bar. Tel. 2040. [C1062

1951 Riley 2½-litre, registered December, 1950, 11,000 miles, as new; £1,100 or near offer.—Tel. Wem. 3212; Grim. 1285. [8666

1951 Riley 2½-litre saloon, cream/black, 11,000 miles, 26 mpg; £1,175 or nearest offer.—Tel. Bourne End 386, evenings. [8869

RILEY 1½-litre 1949 green saloon, perfect condition; £625 or nearest.—John H. Elliott, Monostamp Works, Sheffield, 6. Tel. 45772. [8655

1936 (late) Riley 9 Kestrel sports saloon excellent original condition, one owner; £235.—Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [8835

1938 model Riley 16hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1947 Riley 1½-litre saloon, one owner, in exceptional condition; £775.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4571. [C3037

11 Riley Adelphi 1936, one owner, 40,000 miles on v. 12 first-class; unobtrusively maintained; £350, o.n.o.—Wilson, "Hampstead," Hazlemere Rd., Clacton.

1951 (June) Riley 2½-litre, 8,000 miles, black immaculate; £1,175.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1938 2½-litre Big Four saloon, 40,285 miles, unique specimen, indistinguishable brand new, new tyres, Bosch radio.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [8629

1938 (April) Riley 1½-litre de luxe touring saloon, beautiful superb condition throughout, coachwork interior, engine, etc., radio; £375, privately owned.—Tel. Clissold 0288. [8890

1949 (June) Riley 1½-litre saloon, maroon, maroon leather, one owner; 23,000 miles; in 1951 condition; £925. Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1949 Riley 2½-litre saloon (L.H.D.), mileage 7,000, in immaculate condition, car released by Customs and Excise Authorities and has not yet been registered in this country; any reasonable offer entertained.

MIDLAND MOTOR Co. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [8645

1947 Series Riley 1½ saloon de luxe, fitted H.M.V. radio, taxed year, black cellulose unblemished, mechanically 100%, fully guaranteed as per makers; bargain price, £725; terms, exchanges.—A. E. Palmer, 12, Church St., Luton 4212. [8743

175 gns.—Riley, 1935, 1½-litre Falcon saloon, grey and black, sliding head, leather upholstery, preselector, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 Riley 12 sports saloon, fitted completely reconditioned engine and had total of £400 spent on this car in last 8 months, finished black with maroon leather interior, fitted 3-speed manual gear box and overdrive a really superb car in every detail; £375, terms, exchanges, free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Manchester. Pen. 3457. [C3000

RILEY 2½-litre saloon, August 1950, mileage 23,000, sun bronze, red leather, H.M.V. twin speaker radio, all new Michelin covers and tubes, balanced wheels, new battery, bodywork unblemished and car always scrupulously maintained by one fastidious owner, engine tuned by specialists giving much above average performance; £1,050.—5, Brook Barn Way, West Worthing. Tel. Goring 42206 or Mayfair 6101. [8935

£445 !!! Riley Imp, a very special 9hp two-seater sports, late 1935, previously owned by genuine Riley expert who has maintained and equiped this car utterly regardless of cost, Laystall reconditioning carried out recently including the fitting of a special balanced crankshaft and four Amal carburetters which give a truly amazing performance, a four-speed remote control gear box is also incorporated, other features and extras include radio, dual aero screens, special temperature gauges and performance meters, dual Windtoners, 100mph speedo, rev counter, etc.; to the enthusiast who must have super performance this superb Imp must have definite appeal.

£695 !!! December 1947 Riley 1½-litre saloon, a genuine one-owner car in beautiful and entirely original condition throughout, fastidiously maintained and carefully driven, over a very moderate mileage, guaranteed in writing and offered at a most realistic price.

£395 !!! 1938 Riley 16-4 saloon, synchromesh gears and overdrive giving an amazingly low petrol consumption, roomy five-seater body but with usual Riley sports performance, Windtones, passlights, etc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; cars refunded to purchasers from any parts of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1055

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars, —150, Park Lane, W.1. Grosvenor 3434. [0969/R

Riley Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983/R

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds, 8. Tel. 56256-7. [0345/R

URGENTLY required, 1946-52 Riley 1½-litre saloons. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8771

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3051. [W5045

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

CAMDEN MOTORS urgently require a 1950-51 Riley 1½-litre saloon and also a 2½-litre drop head coupe.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

POST-WAR Riley 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

Riley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0236/R

FRANK L. HALL OF MAIDENHEAD.

SPECIALISED knowledge and personal supervision of Riley sale and service; guaranteed satisfaction.—Tel. Maidenhead 713. [7930

HARTLEY'S for Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430. [0272/R

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8636

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444

JACK BARCLAY, Ltd. [0065/R

CM

CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon, black with beige leather upholstery, one owner, passed by manufacturers and in exceptional condition; £5,850.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434 [C1039

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

COACHCRAFT offer:—

£395—1933/4 Rolls-Royce P.II sports saloon by Barker; very striking car of modern appearance, carefully used and well-tyred; 3 months' written guarantee, terms to suit and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 659. [C1055

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 475, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley Retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [C3030

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (August) Rolls-Royce Phantom III sedanca limousine by H. J. Mulliner, colour black with beige leather upholstery with melton cloth at rear, speedometer reading 24,262 miles, chassis No. 3.DS.—A car in perfect condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

ROLLS-ROYCE 1950 Silver Wraith and other owner-driven 20 and 20/25 saloons and limousines.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [8920

ROLLS-ROYCE

HOFFMANN'S OF HALIFAX, Ltd.—Send for full details of first-class used Rolls-Royce cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944; proud member of the Swain Group. [C2057

MASCOT MOTORS, Ltd., offer:—

1935 25hp Mann Egerton swept back 7-seater in leather,

1935 40/50hp Thrupp & Maberly swept back 7-seater limousine,

1935 25hp Salmon drop head sports saloon.

1934 25hp Park Ward sports saloon—ride control.

1932 25hp Park Ward 4-light saloon,

1930 25hp 4-light saloon with extra seats.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre and 4½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

PHILIP RICKARDS, Ltd., offer:—

1937 Rolls-Royce Carlton drop head coupe, blue/black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

PADDON BROTHERS, Ltd., offer:—

1937 (November) delivery 30hp Rolls-Royce 4-door, 4-light semi razor-edged sports saloon with boot (no division) by Hooper; coachwork in showroom condition, engine just completely overhauled, black, brown leather complete history available, a superb car in every respect.

PADDON BROTHERS, Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477 [C3033

1926 Rolls-Royce Phantom I, utility, very smart, photograph available; £125.—Below.

1923 Silver Ghost utility, excellent runner, photograph available; £60.

TEST CARS, Ltd., 13, Northumberland Alley, Fenchurch St., E.C.3. Royal 6236. [8912

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

ROLLS 20 tourer, quite exceptional condition, low mileage, taxed, tonneau; £385.—60, Clifton Hill, N.W.8. [8646

1936 Rolls-Royce 7-seater face-forward limousine, swept tail (fixed tappets), taxed; £875.—Below.

1937 Rolls-Royce 7-seater limousine by Hooper, immaculate condition throughout, privately owned; £1,050; terms; exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Tel. Reliance 4016. [8624

1938 Rolls-Royce 25-30 limousine, stored 7 years, unblemished.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2358. [C2080

1936 Rolls-Royce 25/30 Thrupp & Maberly 7-passenger limousine, face-forward occasionals; £1,075 or offer; part exchange. Also

1939 (Feb.) Rolls-Royce Wraith sports saloon; £2,500 or offer; part exchange.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C3023

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Hooper, colour black, discs all round, 2 spares, ideal hire car; £495.

1934 Rolls-Royce 20/25 limousine by Hooper, face forward occasionals, recently completely overhauled, in exceptional condition throughout; £625.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1936 Rolls-Royce 20-25 G.B.K. small 5-seater sedanca, excellent chassis; £795, taxed year.—Frank Dale, 27, Hereford Square, S.W.7. Fre. 3793. [C1067

25/30 Rolls-Royce 1937 sedanca by Gurney Nutting, exceptionally attractive body perfect Rolls history, reasonable price; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024/1

1937 Rolls-Royce Replica fitted Compton 4-light sports saloon, finished in maroon with grey leather, very attractive and modern lines on '27 chassis; £575.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1935 Rolls 25hp Hooper black sports saloon, 62,000 miles extensive overhaul including rebore at 50,000; exceptional condition; £1,150.—Dr. Gassman, Newton Ferrers, Plymouth. [6759

1936 Rolls-Royce 25hp 7-passenger limousine by Hooper, one owner, maintained solely by makers, faultless condition; £850.—Philip Foster, 106, High St., Uxbridge. Tel. Uxbridge 1202. [8905

1935 Rolls-Royce 20/25 Sedanca by Gurney Nutting, colour grey, fitted drop division, 57,000 miles, passed by Rolls at 46,000 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners of used cars available for inspection. Tel. Brookwood 2201-2. [0557/R

1939 (August) Rolls-Royce Wraith limousine, body by Hooper, electrically controlled division, colour green, leather upholstery in front, cloth at rear, open to any examination and trial.—Station Garages, Ltd., Scarborough. Tel. 1245. [8748

1937 Rolls-Royce 25/30 Barker limousine, guaranteed mileage 15,000, laid up over ten years, one owner, checked over and decarbonised by Rolls 1,0000 miles ago; this car is like new; price £1,750.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [8623

A SUPERB 1937 Rolls-Royce Phantom III owner-driver sedanca by H. J. Mulliner, disappearing division, solid tappets, side facing occasional seats, Rolls maintained throughout, low price; exchange Mark VI or pre-war Bentley, Rolls-Royce or other good cars.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A&S display moderate mileage selected Rolls-Royce Limousines (Mechanical guarantee certificate). Below:—

LIMOUSINES 1955 25hp Park Ward, leather, partition 1/4 black, 7-forward, superb, also 1956 Hooper, swept tail, low cost.

LIMOUSINES 1957/1958 30hp Thrupp/Windover, 7-forward, partition, reasonable mileage, black, also 1958 Barker 30hp Landaulette, superlative condition, reasonable prices.

LIMOUSINE 1958 (mileage 33,000) Phantom III (Solid tappets) Windover, partition, magnificent carriage, forward occasionals, swept tail, black.

WRAITH partition, 7-forward, leather, reasonable mileage, also 1940 Thrupp partitioned Limousine, widest occasionals, black, meticulously maintained, opportunity, £2,190. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. A. Providence Court, North Audley Street. Mayfair-2941. [C1006

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices:—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

CLARKE'S OF PIRBRIGHT, officially appointed Rolls-Royce retailers, offer a magnificent Rolls-Royce Silver Wraith sedanca de ville by H. J. Mulliner, sunshine roof, electrically operated drop division, radio, heater, lavishly equipped, finished in black with fawn leather upholstery, mileage 14,000: £4,500.—Clarke's of Pirbright, near Woking and Guildford, Surrey. Tel. Brookwood 2201-2. [7754

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0516/R

C

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488/R

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

A&S always purchase 25/30hp Saloons with boot, also foursome coupes, and 25/30hp Limousines.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons. A. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063/R

ROLLS or Bentley fixed or drop head required; £750 offered for good specimen.—Bayliss, 27, Metchley Park Rd., Edgbaston, Birmingham, 15.

WANTED, 25hp Rolls-Royce coupe or tourer, 1930 or after, mechanically sound, private buyer.—Russell, Sunny Cottage, Ripple Rd., Ringwould, Dover. Tel. Kingdown 119. [8797

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

E. D. ABBOTT, Ltd. (officially appointed Rolls-Royce retailers) are open to purchase pre-war privately owned Rolls-Royce saloons, sports saloons or coupes.—Farnham, Surrey. Tel. 6282. [8109

BROADWAY MOTOR Co., require 20/25hp and 25/30hp Rolls-Royce cars, particularly with owner-driver saloon or d/h coupe bodywork, years 1930 to 1939.—3-13, Russell Rd., Wimbledon. LIberty 2494. [0017/R

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May 6266. Service, works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.—WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625/R

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair. All complete overhauls, mechanical or coachwork. Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [8305/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May 6268.

SPARE parts.

SERVICE: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director: "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0567

Rolls-Royce Spares and Service

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro 7464. [S1042/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362 [0064/R

ROVER 10

1939 Rover 10, black, exceptionally good condition, one owner, offers.—Ashtead 3751. [8504

1940 Rover 10 saloon de luxe, in original condition throughout, black/brown interior, an exceptional car throughout; £475.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6.

£125—1935 Rover 10 4-door saloon.—G. P. (Balham) Ltd., 20, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9 [C2024

1940 Rover 10 saloon, black, brown leather, in really superb condition throughout; £530.—John Trigg, Ltd., Esher 1234. [C4053

CAMDEN MOTORS.—Rover 10hp saloon, 1940, Rover green with green leather, looks identical to 1947 model, engine decoked, tuned and serviced, excellent tyres, brand-new Exide battery, strongly recommended at only £495.

CAMDEN MOTORS.—Rover 10, very scarce sportsman's 4-light saloon, 1939, in very special mechanical condition, reconditioned engine fitted last summer and other overhauls and replacements totalling over £30, for which bills are available, brakes relined, and shock absorbers reconditioned this year, this delightful little Rover is ready to give a magnificent term of service; £495.

CAMDEN MOTORS.—Rover 10 saloon, 1946 (October registration), in attractive Rover grey with blue leather, 22,000 careful miles and in spot-on mechanical condition; £695.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1055

Rover 10 Cars Wanted

CAMDEN MOTORS urgently require 1939-48 Rover 10hp saloons.—Particulars and price required to CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROVER 12

JACK ROSE, Ltd., offer:—

1946 (August) Rover 12 de luxe saloon in leather, one owner, open examination; accept £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8; open 9-8. [C3056

B. J. HUNTER, Ltd. offer:—

1940 Rover 12 saloon, one owner since new, definitely in post-war condition, as new; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1937 Rover 12 saloon, brown leather; £275.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1938 Rover 12 6-light saloon; £420.—Below.

1946 Rover 12 6-light saloon; £710.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1939 Sports saloon, reconditioned, outstandingly good, no hidden defects; £600.—16, Hangleton Rd., Hove 48197. [8705

£275—Rover 12/4 1936-7 4-door sports sln., bodywork really excellent, host extras, real smart quality car; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges. h.p. [C1017

1946 Rover 12 6-light saloon, one owner, R.M.V. radio, total mileage 46,000, reconditioned engine fitted at 40,000, in excellent condition throughout; £695.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1947 (Nov.) Rover 12 6-light saloon, black, first-class original condition throughout, R.M.V. radio and several extras; £795.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

CAMDEN MOTORS.—Rover 12, a scarce and most attractive model 4-seater open sports roadster, 1948, in Rover green, green leather, delightful mechanical order, fast and economical with tip-top performance; £695.

CAMDEN MOTORS.—Rover 12 sports saloon, late 1939 4-light model with discs and similar features to post-war series, original black finish, lively engine with typical Rover sports performance; £425.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1055

345 gns.—Rover 12, June, 1937, de luxe 4-door saloon, grey and blue, blue leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C4018

Rover 12 Cars Wanted

POST-WAR immaculate Rover 12 four- or six-light saloon required urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60519. [W1059

ROVER 14

A.Z. MOTORS for Rover bargains!!!

1938 Rover 14 sports 4-light saloon, engine just reconditioned, fully guaranteed, £400; also '36, above average, £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1936 Rover 14 sportsman's saloon, taxed, recent overhaul, £165.—Whitstable 5750 (evenings). [8775

1947 Rover 14 sports saloon, black; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. [C1076

ROVER 1933/34, reliable, smart, 28 miles gallon, excellent condition, any trial; £140.—Jones, Dairy Green Farm, Thaxted. [8861

1939 Rover 14hp family saloon, well maintained and in good condition.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

TANKARD & SMITH, Ltd., offer: 1935 Rover 14 saloon, recellulosed grey; £215.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

CAMDEN MOTORS.—Rover 14 saloon de luxe, 1950, a well-built solid car in really good mechanical order, brakes, steering and back axle just overhauled, attractive Rover green finish; £195.

CAMDEN MOTORS.—Rover 14hp sportsman's 4-light saloon, 1936, a most attractive looking car with smart streamlined body styling, external rear luggage boot and late-type instruments like 1939 model, a magnificent runner, fast and delightful to drive; £245.

CAMDEN MOTORS.—Rover 14 sports saloon, 1953, with fitted discs, passlights and dual Windtone horns, original Rover green finish with leather interior to match, engine just decoked and serviced, brakes relined, etc.; £595.

CAMDEN MOTORS.—Rover 14 sports saloon, 1940, with nearly £80 extra fittings, including very fine-toned radio, Regency tailored seat covers, dual Windtones and passlights, windscreen heater, etc., identical appearance to 1947 series, a very well-maintained car in delightful mechanical order; £595.

CAMDEN MOTORS.—Rover 14 saloon, February, 1946, in Rover grey, moderate mileage and in extremely good condition, fitted heater, etc.; £725.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1055

1935 Rover 14 sports saloon, one owner from new, 44,000 miles genuine, spotless car; £295.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

£250—Rover 14 saloon, 1934, £130 overhaul 1951 bills, taxed year, excellent appearance, performance and condition, one owner, genuine bargain, or exchange light utility.—Marriott, Meres Five Ashes, Sussex. Mayfield 61. [8621

Rover 14 Cars Wanted

CAMDEN MOTORS urgently require 1946-48 Rover 14 saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROVER 16

GUY ALFREDS & Co. offer:—

1938 Rover 16 saloon, good order throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

CASS'S MOTOR MART.—1939 Rover 16 sports saloon, superb, written guarantee.—5, Warren St., W.1. Tel. Euston 3523. [C1040

ARCHIE SIMONS & Co., Ltd.—1946 (Nov.) Rover 16hp saloon, colour black, brown hide upholstery, in really excellent order throughout; £695.—94, Portland St., W.1. Lan. 1345 [C4015

1946 Rover 16 sports saloon, grey, owner-driven, beautiful condition throughout, any trial, R.A.C., A.A.: £640.—Inchkeith, Christine Ave., Wellington, Salop. [8779

BRUTONS, Ltd.—1940 Rover 16 sports saloon, grey blue hide interior, superbly maintained regardless of cost; condition as new; £595.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

VERY fine looking privately owned 1938 Rover 16, just recellulosed black, grey interior, well shod, excellent running order, only £525; owner taking delivery of new car.—Bowen-Jones, 21, Winchester Rd., Basingstoke. [8670

CAMDEN MOTORS.—Rover 16 saloon, 1948 (February), sparkling Rover grey coachwork with de luxe leather interior, loose seat covers with zip fasteners, built-in heater, winglights and dual Windtones, genuine one-owner car since new, maintained and serviced every 2,000 miles by county Rover distributors; £795.

CAMDEN MOTORS.—Rover 16 saloon, 1939 series, with discs, passlights and features similar to post-war series—extremely good all-round condition; £495.

CAMDEN MOTORS.—Rover 16hp drop head foursome coupé, 1939, late-type model with stylish Tickford bodywork, post-war features and instruments, discs, etc., coachwork just resprayed in metallic maroon and quite immaculate, engine skewed only 4,000 miles back, a really outstanding car; £595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities, part exchanges; free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1055

Rover 16 Cars Wanted

POST-WAR Rover 16 saloon, must be low mileage and immaculate, wanted urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60519. [W1059

ROVER 20

BRUTONS, Ltd.—1939 Rover 20 sports saloon, black, green interior, modernized to 1948 specification and recently reconditioned at cost of £500, taxed; £595.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

CAR MART, Ltd.

1948 Rover 75 saloon, radio, guaranteed; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

R. F. FUGGLE, Ltd.

1950 Rover P4 75 saloon, black, red upholstery, heater and H.M.V. radio, chauffeur maintained, small mileage; £1,475.—R. F. FUGGLE, Ltd., Bushey Heath. Herts. Tel. 1695. [C2017

TICKFORD, Ltd., offer:—

1948 Rover 75 sports sal., speedo reading 20,000 miles, black, brown leather, radio, heater, as new.

1948 Rover 60 sal., black, grey leather, heater, speedo reading 22,000 miles, ex. cond.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

GLANFIELD LAWRENCE offer:—

1951 (model) Rover P.4 saloon, Connaught green-grey, fitted seat covers and heater, low mileage, as new throughout; £1,450.—407, High Rd., N.12, Finchley 0091. [C2055

1950 Rover P4 saloon, 7,800 miles.—Ernest Sutton, Tel. Rogate 4. [C4023

1948 Rover 75 saloon, maroon, leather, radio, heater, one owner, excellent condition.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1948 Rover 75 P.3 saloon, grey, blue leather, fitted heater; in excellent condition throughout; £925.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4914

1951 Model Rover P.4, heater and radio; £1,275.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 [C4051

1951 Rover 75 Super de luxe saloon, black, green leather, Oyler loose covers, 9,000 miles; offered at controlled price.

W. J. BROWN, Ltd. established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Rover 75 grey sports saloon, 46,000 miles, excellent order with good tyres, new battery; £850.—Herbert, Westmead Ave., Wisbech 536. [8607

CAMDEN MOTORS.—Rover 75 saloon, July, 1948, in grey with heater and nylon seat covers, one owner only, nominal mileage and in extremely nice order; £945.

CAMDEN MOTORS.—Rover 75 sports saloon, December, 1949, black with immaculate red leather, all extras including 40-guinea H.M.V. press-button radio, heater, loose seat covers, a beautiful car, one owner since new; £995.

CAMDEN MOTORS.—Rover 75 saloon, late 1950, P4 model, almost as immaculate as a brand new car, 10,000 miles, but looks even less; £1,395.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1035

1951 Rover 75 saloon, green, H.M.V. radio, loose covers, new condition, B.M.T.A. consent; £1,375.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1950 Rover P4 saloon, one owner, 24,000 miles only, immaculate condition throughout; sacrifice £1,275; exchange and terms.—Cox's Motors, 11/15, Conduit St., Leicester. Tel. 60319. [C1059

1951 (August) Rover P4 saloon, black with red leather, radio and heater, 7,000 miles only, B.M.T.A. permission.—Further particulars from George Box Ltd., Aldams Rd., Dewsbury. Tel. 655. [8518

11000 miles, September, 1950, P4 Rover, green, grey leather, radio and heater, maintained as new; £1,375, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1949 (July) Rover P3 saloon, green with green leather, one owner, fitted press-button radio and heater, carefully maintained, taxed; £900.—Philip H. Johnson, Ltd., Opposite G.P.O., Kings Lynn. Tel 2424. [8627

1951 (July) Rover 75, with permission of B.M.T.A., 5,000 miles, perfect condition, nylon plaid covers; £1,450; no dealers; seen by appointment.—Apply Fedden, 5, Wellington Court, Knightsbridge, S.W.1. [8958A

Rover 60 & 75 Cars Wanted

ROVER 60 saloon, low mileage, immaculate condition, wanted immediately.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON) Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165/6. [1140

1950 series Land-Rover, trafficators, heater, extras, superb order; £625.—Odeon Motors, Ltd., Barnet 4100. [C3028

HARVEY HUDSON Ltd. the Land-Rover specialists, have all models and equipment in stock, prices from £450; photographs and details despatched immediately on application.

ALL models and equipment purchased.

SOUTH Woodford E.18 Wanstead 0056

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2567.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

[0029/R

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3346. [0080/R

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701/R

£685 !!!—1947 (July) Rover 6-light saloon, one owner, exterior finish and interior furnishings, original and immaculate, mechanically faultless, tyres as new, heater, taxed Dec. 31.—Royston Motor Co., Ltd., Herts. Tel. 2146. [0751

Rover Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62097. [0242/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-39, in condition above average. [0800/R

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBERT FARNELL Ltd., would appreciate the offer of your Rover 12 wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0215

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1295. [0464/R

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LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403/R

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1950 S.M.100, blue, 26,000; £695.—Suteliffe, 66, Cole Sark Rd., Twickenham, Popesgrove 2606. [8794

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H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8910

1948 Singer 9 Roadster, taxed December, economical, good condition; £420.—Miss Denney, R.N. Hospital, Chatham. [8936

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TANKARD & SMITH, Ltd., offer 1949 Singer 10 saloon, black, brown upholstery, in excellent condition; £515.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

£135.—1934 Singer 2-litre sports saloon, reconditioned engine, bills available, excellent condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

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NAYLOR & ROOT.—1950 Singer saloon, azure blue/beige, heater attractive; £765; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

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Sports Cars Wanted

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CHILTERN CARS would be pleased to have details of interesting sports cars for disposal.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tubers and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

A SPECIALISED service offered to racing and sports car owners, for better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (coppersied) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45818 [0185

STANDARD 8

COACHCRAFT offer:—

£295 !—1946 Standard 8, very well maintained and kept in excellent order, taxed, 3 months' written guarantee; terms to suit and exchanges.

COACHCRAFT, Elm Rd. Evesham. Tel. 6539. [C1053

1948 Standard 8 tourer, one owner, immaculate, just rebored; £595.—Western 8637. [8768

£270 —1939 Standard 8 blue saloon, good condition.—Box 2268. [8654

1948 Standard 8 saloon, black in very good condition, taxed; £420.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, grey, blue leather; £595.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon, black, blue leather, an economical car; £295.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

365 ens.—Standard 9, November 1946, saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

345 ens.—Standard 8, September 1946, 4-seater tourer, black, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 604.. [C4018

STANDARD 8

1946 Standard 8 saloon, 23,000 miles; bargain, £345; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STANDARD 8 1946 tourer, reconditioned engine, clutch, brakes, new hood, side screen, carpet, body immaculate black; £390.—Wallington 2990. [8606

£430 !!—1948 Standard 8hp saloon de luxe, black, brown leather, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

NAYLOR & ROOT.—1947 Standard 8, sunroof, black, beige, attractive and economical; £425; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1948 model Standard 8 de luxe saloon, extremely good condition, £425; also 1939 8 saloon, to clear, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1947 (April) Standard 8 drop head coupe, black with brown upholstery, completely unmarked.—Gerry Browne Motors, 58-57, South Edwards Square, London, W.2. Western 4551. Trade only. [C1031

1948 Standard 8 drop head coupe, genuine 25,000 miles only, several extras including wheel discs, a very pretty little car indeed, in really first-class condition in every respect; 3 months' guarantee; £595.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines) [C1061

STANDARD 9

STANDARD 9hp 1935, sunshine roof, £175.—3, Willows Park, Windsor. [8635

1937 Standard 9 saloon, black, red upholstery, in excellent condition, taxed; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1938 Standard 9 saloon black, sunshine roof, leather; £235.—Flat 2, 72, Putney Hill, S.W.15. [8659

1938 Standard 9 saloon; £210.—Smith & Hunter Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312 [C4019

STANDARD 10

1939 Standard 10 saloon, black, taxed end of year.—Telephone after 6 p.m. Perivale 7735. [8697

STANDARD 12

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Standard 12 4-door saloon; £450.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

STANDARD 12 drop head coupe, 1939, in very good condition, taxed, modified 1947, any trial or examination; £295.—Cunningham 1191. [C2007

£475 !!—1947 Standard 12hp saloon, black, green leather, 6,000 miles since engine reconditioned, one owner.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4057

STANDARD 14

OVERSEAS CARS, Ltd.

1947 14 Standard drop head coupe, black/red leather, engine recently overhauled, very good condition throughout; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C5031

GUY SALMON AUTOMOBILES offer:—

1947 Standard 14 saloon; £450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 Standard 14 saloon, black, heater, in excellent condition, taxed; £520.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1948 Standard 14hp saloon, grey, blue leather upholstery, sunshine roof, one owner, mileage 32,000, mechanically perfect; £620; London.—Box 1252. [6022

£565.—1948 Standard 14, grey with blue hide, one owner, 29,000 miles, unmarked, as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

STANDARD 20

STANDARD 20hp saloon, 1939, in very good order, a very good towing car; £250.—Leggott Burrott, Boston. [8652

STANDARD VANGUARD

OVERSEAS CARS, Ltd.

1949 Standard Vanguard saloon, black, heater, mileage 21,115; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C5031

B. J. HUNTER Ltd., offer:—

1950 Vanguard saloon, low mileage, very immaculate.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 (Con. ex.) Standard Vanguard saloon, blue, red leather, radio and heater, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

VANGUARD '51, as new, 5,500m., consent M.T.A.; £520 no offers.—Panzie, 27, Bucks Ave., Watford. [8636

1951 Vanguard, B.M.T.A. consent, as new; £850.—Carr Bros., Purley, Surrey, Uplands 4812. [8964

STANDARD VANGUARD

ARTHUR MULLINER, Ltd., offer:—

1950 (June) Standard Vanguard saloon, black with red leather upholstery, fitted radio and heater, meticulously maintained, one careful owner from new, mechanically sound and in most attractive condition throughout, more and more discriminating motorists are turning with confidence to a Mulliner-conditioned and fully guaranteed nearly new car; why not contact us without delay?

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

CHARLES RICKARDS, Ltd., offer:—

1949 (Aug.) Standard Vanguard, black, brown leather upholstery, one owner since new, in excellent condition throughout; £625.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd. (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C5050

STANDARD Vanguard saloon, grey with grey leather; £650.—Stanstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 Vanguard saloon, fitted heater, leather, fully guaranteed; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

VANGUARD Estate, low mileage, grey, de luxe; nearest £800.—Sandhey, Meols Promenade, Cheshire. [8756

TANKARD & SMITH, Ltd., offer 1949 (October) Standard Vanguard saloon, black, radio, heater, one owner; £615.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C1025

1950 (July) Standard Vanguard saloon, maroon, heater, covers, spotlight, serviced regularly by distributors, one owner, immaculate, £800.—MacDougall, 94, Lynn Rd., Wisbech. Tel. 755. [8509

NAYLOR & ROOT.—1951 Standard Vanguard saloon, maroon, beige leather, 7,000 miles, unblemished; £675; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1950 Vanguard saloon, finished black with red leather, fitted heater, in excellent order throughout, low mileage; £750.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1951 Vanguard, grey, heater, many other attractive extras, 7,000 miles, B.M.T.A. permission, also later model with lower mileage, also June 1950, blue one owner, 15,000 miles, £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4288. [C2016

CARR BROS. GARAGES, through all branches, open week-ends and evenings (Soho Garage, Soho Sq., W.1, Gerrard 6678/9) (Airways Garage, opposite London Airport, Hounslow 4606) (Head Office, Brighton Rd., Purley, Surrey, Uplands 4811/2/3) offer greatest bargain ever in Vanguard saloons, vans, or utilities from £950; 1950 saloon for £650; particulars on request, supreme for service. [8967

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052 R

1938 Flying Standard Special, fully insured, licenced, 7,000 since resleeved.—St. John's, Woodthorpe, Mastin Moor, Chesterfield. [8650

ARCHIE SIMONS & Co., Ltd.—1949 Standard Vanguard saloon, green/green leather, fitted push-button radio and heater, nominal mileage, one owner only; £675.

ANOTHER upholstered in cloth; £650.

1947 Standard 12 saloon, colour black, hide upholstery, one owner only, exceptional condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

Standard Miscellaneous Cars Wanted

C

M

T **THE CAR MART**, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454. [0973/R

R

S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

STANDARD, in good condition for cash.—Tel. Valentine 2098 or 4674. [8442

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 3051. [W3045

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good condition, cash or exchange. Tel. Gla. 2481. [0481/R

GRIMSHAW LEATHER OF SUNDERLAND. Tel. 57191/2, require Standards of all types in first-class condition; write, 'phone or call to-day; immediate cash settlement.—Southwick Garage, Sunderland. [8650

IF your car is in London and is a post-war model it can be seen and purchased within the hour by phoning Wanstead 6666 and asking for our London representative.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0116/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

RECONDITIONED exchange engines.—Tamworth Park Autos, 54, Tamworth Park, Mitcham. Mitcham 2859. [7954

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5368

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475/R

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey and since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-143, Widmore Rd., Bromley, Kent. Ravensbourne 3456-7-8-9. [0367/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams, Spikins, Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002/R

STUDEBAKER

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD late model Studebaker, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856.

£175—1937 clean, sound saloon, taxed.—McCarthy, 284, St. Helens Rd., Bolton 7963. [8616

£150—1937 Studebaker 26hp 4-door saloon, leather interior, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STUDEBAKER, 1936, £165; good running order, l.h.d., suitable for taxi, insured for hackney carriage.—Anny (evenings), 6, Farm Cottages, Chapel Lane, Milford. [8946

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

SUNBEAM

£85 or offer.—Sunbeam 1928 17 Weyman saloon, mechanic maintained, good running condition.—Box 2343. [8947

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Shandon Road Garage, Abbeville Rd., S.W.4. Tulse Hill 4505. [0315/R

SUNBEAM-TALBOT

CAR MART, Ltd.

1952 Sunbeam-Talbot 90 drop head coupe, radio, heater, 4,000 miles; £1,125.—320, Euston Rd., N.W.1. Euston 1212. [C1059

OVERSEAS CARS, Ltd.

1949 (Nov.) Sunbeam-Talbot 80 saloon, bronze, red leather, one owner, 20,300 miles; £750.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, one titled owner, as new.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

GUY ALFREDS & CO. offer:—

1950 Sunbeam-Talbot 90 convertible foursome, superb order; £675.—6-7, Warren St., W.1. Euston 5268. [C1005

WARWICK WRIGHT Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, black, fawn leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SUNBEAM-TALBOT, August 1948, grey, loose covers, radio, heater; £875.—Tel. Avenue 4156 or Box 2350. [8895

SUNBEAM-TALBOT

CHARLES RICKARDS, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, finished bronze, fitted heater, 13,000 miles, since new, one owner, in exceptional condition throughout; £625.

ALSO a good election of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

GUY SALMON AUTOMOBILES offer:—

1950 Sunbeam-Talbot 90, immaculate; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1952 90 convertible, gun colour, fitted heater, radio, overriders, Ace rimbellishers, 4,000 miles; £1,175.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 5356 and 3658. [C1008

1951 Sunbeam-Talbot 90 saloon, splendid condition; £1,085.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2025

1950 Sunbeam-Talbot 90 saloon, gunmetal, grey leather, guaranteed 10,000 miles, one owner.

RIPCO, Ltd. (Sunbeam-Talbots purchased), 16, Albemarle St., London, W.1. Regent 2952. [C3052

1947 2-litre saloon, 17,000 miles, immaculate, 28 mpg., £545 or exchange 1½ Jaguar.—92, Coburg Rd., Dorchester. [8051

SUNBEAM-TALBOT 90 de luxe, March 1950, low mileage, black, brown hide, heater, etc., unmarked; £925.—Merton Motors 18, Mary St., Birmingham, 12. [8821

SUNBEAM-TALBOT 90 1951 drop head coupe, few miles only, positively unsolled; best offers.—Facilities, Ltd., 64, High St., Epsom, Surrey. [8712

1939 Sunbeam-Talbot d/h coupe; £370.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1940 Sunbeam-Talbot 4-litre saloon, black and beige upholstery, excellent condition; £365.—Lancaster Motors, 52, Lancaster Mews, W.2. Amb. 5127. [8792

1951 model Sunbeam-Talbot 90 saloon, 5,000 miles, immaculate condition throughout, bargain; £975.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Sunbeam-Talbot 90, fitted heater, radio and many extras, metallic grey, 5,000 miles, immaculate condition; £997/10.—Apply Smith, Gloucester Hotel, Weymouth. [8940

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, late 1940, a very bright looking car, identical in appearance to 1947 series, good coachwork, bills available for £100 overhaul; amazing value at only £425.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp open 4-seater sports, 1940, a fast, economical car, very attractive lines, excellent tyres and good all-weather equipment; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1948, black/fawn, attractive all-round condition, carefully maintained and driven; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp drop head foursome coupe, 1947, just resprayed in maroon and quite immaculate, bills available for regular servicing by main distributors, moderate mileage; £595.

CAMDEN MOTORS.—Sunbeam-Talbot Specialists, 2, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1055

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout, any examination or trial, taxed year; £795.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451/2. [C3011

SOUTHPORT.—1952 (March) 90 saloon, latest model, metallic blue, fawn leather, property of our director, quite as new; offers over £1,200 or would consider exchange with Vanguard or Javelin in similar condition.—Lifes, West St. Tel. 5774. [8747

1951 (April) Sunbeam-Talbot 90 saloon, fitted radio and heater, one fastidious owner, cellulosed metallic green, faultless condition, any trial or examination, taxed year, low mileage, fully guaranteed as per makers; £945.—A. E. Palmer 12, Church St., Luton 4212. [8744

1952 (May) Sunbeam-Talbot 90 saloon, green with red leather, loose covers, 600 miles only; guaranteed for 3 months and subject to our 7 days' free trial terms; comprehensive stock list available upon application.—Peragon Motor Co., King St., Oldham. Main 3657/9. [8739

Sunbeam-Talbot Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—5, Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. [0462/R

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 2411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3353.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2731.)

WROTHAM Heath (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

PRIVATE buyer requires Sunbeam-Talbot 90 coupe, must be new condition; please send full particulars with lowest price.—Vero, Oakfield, Atherstone, Warwickshire. [8769

CAMDEN MOTORS urgently require pre- and post-war Sunbeam-Talbot 10hp and 2-litre series drop head coupes, saloons and tourers.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham 2. [0093/R

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLE (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0565

TALBOT

1936 Talbot 18hp limousine, excellent order, £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£225—Talbot 10hp sports saloon, in excellent condition throughout; H.P. terms.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895-6. [C1058

1938 Talbot 10 de luxe saloon, in exceptional condition, cellulosed, polychromatic, exceptional performance, economical to run; £345; terms, exchanges.—A. E. Palmer, 12, Church St., Luton 4212. [8745

£395—1951 (registered) Talbot 3-litre, reconditioned engine, radiator, brakes and clutch relined, 4 new Dunlops and tubes, £10 tax, 1950-9 model, definitely above average and a real opportunity.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

CHILTERN CARS require late model 75s, 105s, 110s and 3½-litres, sports saloons and drop head coupes, must be in very good condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0782

DISMANTLING 5 Talbots, 1956 18, 1954 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 460. [0607/R

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 760, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

NEWNHAMS Ltd.

1949 Triumph 2000 Roadster, black with beige, radio, low mileage, £855.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646 [C3024

R. F. FUGGLE, Ltd.

TRIUMPH 1951 Renown saloon, one owner, 15,000 miles, in every way indistinguishable from new; £1,000.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

H. A. SAUNDERS, Ltd., Radlett, Herts.

TRIUMPH 1948 Roadster, colour grey with blue upholstery, 26,000 miles.—Tel. Radlett 5681-6. [C4005

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2000 Roadster, black with red leather, £685.

1950 Triumph Renown saloon, colour pale blue, with beige leather, in most immaculate condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (March) Triumph Renown saloon, black, beige leather upholstery, 19,000 miles only, fitted heater one private owner since new, the whole in showroom condition throughout; £895.

PHŒNIX MOTOR COMPANY (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C3044

TRIUMPH Gloria sports saloon, 1935, no reasonable offer refused.—88, Kings Ave., Christchurch. 1861§

1949 (March) Triumph 2000 saloon, grey leather, ex. cond., 20,000 miles, radio; £850.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3533. [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1949 Triumph razor-edge saloon, black, beige leather upholstery, one owner; £795. MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1949 Triumph 2000 Roadster, grey, red leather, excellent condition; £725.—Box 2203. [8363

JOHN S. TRUSCOTT, Ltd., authorised Triumph dealers, offer:—

1952 (June) Triumph Renown saloon, latest model, black, tuxedo hide, radio, heater and complete equipment, guaranteed total mileage under 700, condition quite equal to new; offered at substantial reduction owing to illness; free of all restrictions; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

1951 (December) Triumph Renown saloon, grey, 5,000 miles; £1,290.—Box 2311. [8806

1951 (June) Triumph Renown, 7,000 miles.—Ernest Sutton, Tel. Rogate 4. [C4023

1951 Triumph Renown as new, 5,000 miles; £1,250. —54, Redden Court Rd., Harold Wood, Essex. [8074

1949 Triumph 2000 saloon, grey.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3050

£350—Triumph Dolomite 1½-litre 1938 4-door sports saloon, superb appearance, tyres as new; many others.

BENMOTORS, 1 Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube). Exchanges, h.p. [C1017

1952 Triumph Renown saloon, new, quick delivery. —J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

TRIUMPH 2000 coupe, 1949, special reason for exceptionally fine condition, 14,000 miles; private owner, —After 7 a.m., Primrose 9616. [8925

TRIUMPH Roadster 2000, 1949, green with red leather, engine overhauled, 30,000 miles, excellent condition.—Box 2315. [8617

1949 Triumph Roadster, black and red upholstery, nice order throughout; £650.—W. T. Dunn, 307, Euston Rd., N.W.1. Euston 3105. [8539

5000 miles only.—1951 Triumph Renown saloon, finished in black with beige leather, maintained by Standard distributors for one owner; £1,095. H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2366. [C4005

1949 (Dec., '48) Triumph Roadster 2000, bronze, low mileage, beautiful condition, heater; £725.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [8922

TRIUMPH Renown saloon, 1951, grey, 10,000 miles; £1,050.—Chancery 8605 (day), Richmond 1857 (evenings). [8900

£345.—1939 Triumph 1½-litre 4-cylinder Dolomite sports saloon, immaculate condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1952 Triumph Renown, one owner, 2,524 miles, genuine black and fawn, fitted overdrive, heater, wing mirrors, taxed, faultless condition and appearance as new, list price £1,500; accept £1,295. CHEAM MOTOR & ENG. Co., Ltd., Ewell Rd., Cheam. Tel. Vigilant 0125. [8732

NAYLOR & ROOT.—1949 Triumph 2000 Roadster, black, green hide, 30,000 mileage, any trial; £750, six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1949 Triumph saloon 2000, radio, twin spotlamps and demisters, works engine just fitted; £795.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029

L. F. DOVE offer 1950 (Nov.) Triumph Mayflower saloon, radio, heater, loose covers, 1st-class condition throughout; £799.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

3000 miles.—Triumph Renown, radio, heater, covers, spotlamps, immaculate condition throughout; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£235!!—1937 Triumph Vitesse 1½-litre saloon, approximately 7,000 miles since engine and axle overhauls, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441.

1952 (Jan.) Triumph Mayflower, 6,000 miles, B.M.T.A. permission; list price plus 10%, or best offer.—Southern Counties Garages, Ltd., Ifield Rd., Crawley, Sussex. Tel. 366. [8684

TRIUMPH Roadster 1947, perfect condition mechanically and in appearance, all possible extras and great number of modifications carried out, works maintained, mileage 25,600; nearest offer £700.—Box 2140. [8510

TRIUMPH Roadster (1948, June) 1800, low mileage, black, good tyres, radio, heater, twin fog lamps, unblemished, taxed; £665.—Maintained since new by K.J. Motors Ltd., Bromley, Kent. Ray. 3456. [8595

OCT. 1951 Triumph Renown saloon, in showroom condition, mileage approx. 8,000, fitted overdrive, taxed, offered at £800 under present list price; nearest £1,150.—Haines & Strange, Ltd., High St., Cheltenham. Tel. 3024. [8951

ROSE & YOUNG, Ltd., offer 1949 Triumph 2000 Roadster, low mileage, immaculate condition, reasonable offer accepted.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

TRIUMPH Dolomite 14hp saloon (July, 1948), black with brown hide, engine just completely rebuilt, total mileage under 50,000, in every way a most exceptional car.—Will Short, Ltd., 2-4, St. Cross Rd., Winchester. (Tel. Win. 2598.) [8279

Triumph Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0992/R

TRIUMPH, in good condition, for cash.—Tel. Valentine 2098 or 4674.

WANTED, Triumph Roadster 1800 preferred, immediate cash.—29, Pinetree Ave., Leicester 66007. [8887

XXX Cash immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom. 9400.

MARSTON MOTOR Co., Ltd. for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051 [W5045

WANTED privately, Triumph Roadster, good condition, black and red preferred.—Holdstock, Bells Yew Green, Tunbridge Wells. [8933

IF your car is in London and is a post-war model it can be seen and purchased within the hour by phoning Wanstead 6666 and asking for our London representative.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2051

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0597/R

REPAIRS reconditioned gear boxes, gears.—10, Winchester Mews, N.W.3. Pri. 2647. [0194

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Lancham 7735. [0143/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0555/R

UTILITY CARS

DICKS.

1940 Bedford 10hp utility, very useful 4-door wooden body; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [C1072

CAR MART, Ltd.

1949 Austin A40 Countryman, 16,000 miles; £775. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (Nov.) Jowett-Bradford de luxe 6-light utility, special colour royal blue, small mileage, practically new, one owner; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

BRAY MOTORS offer the following utilities:—

£285.—1948 (reg.) Hillman 10 utility, in exceptional condition throughout.

£275.—1948 model Jowett Bradford utility, 4 seats, excellent condition.

£175.—1946 (reg.) Humber 27hp utility, in excellent condition throughout.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1945 Humber Utility 27hp, mechanically good, bodywork sound; £250.—Box 2317. [8857

AUSTIN Hillman Commer utility cars, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1948 Jowett Bradford utility, taxed, 14,000 miles only; £365.—Allery & Bernard, Ltd., 272, Kings Rd., Chelsea. Fla. 7345. [8526

HILLMAN Estate, 1948, excellent, mileage 33,000, recellulosed, £600 near offer.—Routledge, Bridford, Exeter. Christow 386. [8836

£145 deposit.—1947 Minx estate, good.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.p. and exchanges. [C3059

CASS'S MOTOR MART.—1937 Hudson 22, fitted maker's 7-passenger wooden utility body, exceptional condition, one owner.—Below.

1949 (August) Sea-Francis, 14hp I.F.S., 4-passenger wooden utility, 17,000 miles; written guarantee.—5, Warren St., W.1. Tel. Euston 4110. [C1040

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1947 Bradford utility, very little used, one owner; £275.—Cranhurst Garage, Ltd., Station Parade, Willesden Green, N.W.2. Gladstone 2859. [8921

1948 Bradford station wagon, two seats, one owner, recently overhauled, excellent tyres; £350.—Bunting, Jowett Main Agents, Harrow. Tel. 6225-6. [8535

1951 A40 Countryman, 11,000 miles; subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 5592. [C1027

UTILITY CARS

MORRIS 10hp 10cwt utility, ex-M.o.S., perfect condition, registered 1951, manufactured 1946, complete with tilt, spare wheel, etc.; £285.—James Woodlands, Finchampstead Rd., Wokingham. [8851

FIRST imported this country 1950, Ford (r.h.d.) pick-up, fitted detachable top, very smart appearance, exceptional condition throughout; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1935 Bentley 3½-litre, most attractive utility body by James Young, very well maintained and in exceptional condition; £795.—Taylor & Crawley 48, Kensington Court, W.8. Western 6015. [8918

FERRARIS OF CRICKLEWOOD, Ltd., buy 10hp utilities, post-war Austin or Hillman preferred; drive in, write or 'phone details to: 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open till 7 p.m. week days. [W2008

1950 (June) Vanguard estate car (van converted), with side windows and tip-up rear seat, in very good condition throughout; £665.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

295 gns.—Lincoln-Zephyr, 1937, 57hp V-12 4-door 6-seater station wagon, natural timber body, glass all round, removable rear seats, rear entrance, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

CARR BROS. GARAGES, through all branches, open week-ends and evenings (Soho Garage, Soho Sq., W.1, Gerrard 6678, 9) (Airways Garage, opposite London Airport, Hounslow 4606) (Head Office, Brighton Rd., Purley, Surrey, Uplands 4811/2/3) offer good choice from £195 to £850, 1939/50 all types vans for conversion; particulars on request, supreme for service. [8966

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0993/R

VAUXHALL 10

1939 10 saloon, engine virtually new, fine all-round condition, any trial; £400, near offer.—Webb, Brafield-on-the-Green, Northants. [8285

1938 Vauxhall 10 saloon; £325.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1939 Vauxhall 10 de luxe saloon, 40 mpg, exceptional condition, fast, any trial; £335 or exchange Ford 8, cash adjustment.—Paddington 2334. [8647

£295!!!—Attractively priced Vauxhall 10hp saloon, 1938, full de luxe 4-door model with sunshine roof and real leather interior, lively but most economical.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 6 p.m. Monday-Saturday. [C1055

£325.—1938 Vauxhall 10 4-door de luxe saloon, in immaculate condition throughout, black, red hide interior.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Vauxhall 10 Cars Wanted

CAMDEN MOTORS urgently require a 1946 and a 1947 Vauxhall 10 saloon; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

VAUXHALL 12

1947 (Dec.) Vauxhall 12 saloon, black with brown upholstery, fitted radio, one owner; £560.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1947 Vauxhall 12, radio, in good condition, 37,000 miles, licensed Dec., '52; £545.—S. & B. Garage, Sandyford, Tunstall, Stoke-on-Trent. Tel. 88320. [8782

1939 Vauxhall 12, really splendid condition, recently fitted with reconditioned engine, new tyres, radio and spot, reluctantly forced to sell; £390 or near; seen London.—Box 2313. [8809

VAUXHALL 14

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1938 Vauxhall 14 4-door de luxe saloon, one owner only from new, original black cellulose, nice cream leather interior, suspension reconditioned, very sound mechanically; 249gns.

HIRE purchase terms on the spot with no references, low terms, low monthly repayments; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1947 Vauxhall 14hp saloon, famous J type; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1947 Vauxhall 14 saloon, black, brown leather, reconditioned engine, total mileage 35,000; £585.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C4001

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1948 Vauxhall 14hp de luxe saloon, black, brown hide upholstery, heater, coachwork, interior and tyres excellent, taxed year; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C5012

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

1937 Vauxhall 14 drop head coupe, genuine 28 mpg; £200.—2, Coes Cottages, Union St Barnet.

VAUXHALL 14hp Tickford coupe, foursome, excellent condition, new tyres, taxed; £265.—28, Napier Close, West Drayton 2747. [8653

VAUXHALL 14 saloon, 1937 model, fine condition, nearly new tyres, taxed; £250; no dealers.—After 7 p.m., Palmers Green 3540. [8662

1937 Vauxhall 14hp, black, rewired, 2 new tyres, taxed, fully insured; nearest £250, consider exchange smaller hp car; Darlington.—Box 2251. [8618

£250—Vauxhall 14 de luxe saloon, 1936, admirable condition throughout, low mileage, used only for pleasure, buyer will not regret.—Rink Uplands 7970. [8754

1939 Vauxhall 14 de luxe saloon, one owner, well above average condition; £385; also 1946, to clear, £500.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Vauxhall J type 14hp saloon, in superb condition, black with brown hide upholstery, one careful owner, low mileage, sold with guarantee as two makers; £565, terms, exchanges.—A. E. Palmer, 12, Church St., Luton 4212. [8746

VALUE for money at a sensible price! 1938 Vauxhall 14hp DX saloon (reg. 8.11.37); £70 just spent with leading Vauxhall agents on complete overhaul of engine, transmission and brakes (bills shown); also new roof, windscreen wiper motor, Zenith carb. and Lucas sports coil; excellent tyres, taxed for year; 100 per cent mechanical condition but shabby exterior; bargain at £200 for the man who wants reliability rather than looks.—Tel. Ewell 4570 or write 65, West St., Ewell, Surrey. [8604

Vauxhall 14 Cars Wanted

CAMDEN MOTORS urgently require a 1939-48 Vauxhall 14 J type saloon; particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

VAUXHALL 25

VAUXHALL 25, 1937 model, 20mpg, new battery, almost new tyres, taxed end of year, exc. condition; £230.—Box 2328. [8694

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 8,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

JACK ROSE, Ltd., offer:—

1951 Vauxhall Velox saloon, in leather, one owner, almost as brand new, mileage 12,000; accept £765. Also

1950 model, almost unmarked, as new; accept £725; open Sat.—Jack Rose, Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5054

WARWICK WRIGHT MOTORS, Ltd., offer:—

1950 Vauxhall Velox saloon, grey, red leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 (Oct.) Vauxhall Velox saloon, grey with red leather, radio, heater and other extras, 14,000 miles; £795.

H. A. SAUNDERS Ltd., Austin House, Castle St., Worcester. Tel. 2566. [C4005

1949 Vauxhall Velox, one owner, radio and heater, taxed, loose covers, excellent throughout, guaranteed; £655.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin 2241. [C4053

1949 Velox, real specimen; £665.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. [8877

1950 model Vauxhall Velox, radio, heater, superb condition; £765.—Gifford & Sons, Ltd., 154, Gloucester Rd., S.W.7. Fre. 0051. [C2014

1950 Vauxhall Velox saloon, heater, 2,900 miles.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 3568. [C1027

1950 Vauxhall Velox, mileage 18,000, new tyres, exceptional condition throughout.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621-2. [C5040

NAYLOR & ROOT.—1950 Vauxhall Wyvern saloon, black, brown hide, low mileage; £745; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5002

VAUXHALL Velox, one owner, u.used for over 12 months, 1949, 15,000 miles, as new; exchanges welcomed.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

SOUTH Wales.—1949 Vauxhall Velox, repainted and mechanically overhauled to showroom condition, unspotted chrome, leather upholstery, radio, heater, genuine under 14,000 miles, safe Continental drive; private or trade offers.—Box 2305. [8760

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON) Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Wyvern, black, leather upholstery, very low mileage, heater and spot light fitted, body immaculate; £775.

1948 (January) Vauxhall 12hp, blue, black and brown cloth, body condition good, mechanically sound throughout; £625.

1947 Vauxhall J Type 14hp, black with brown leather, tyres good all round, mechanically sound; £675.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [C2052

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 5867), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

Vauxhall Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

VAUXHALL, in good condition for cash.—Tel. Valentine 2096 or 4674. [8464

XXX Cash immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fre. 0063. [0479/R

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2082/R

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept. at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0662/R

Vauxhall Spares and Service

TRIANON.

TRIANON.—Established over 50 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC. JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 363-366, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6566, Grams: Autospare, Wimble, London. [0635/R

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0595/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1072.—Buy and sell pre-1914. [0201/R

1902 Wolseley Tonneau, 1910, Brush Roadster, both cars have been completely restored to original regardless of cost, in perfect order and complete, V.C.C. certificates.—P. Waring, Bell Hotel, Farnadon, Berkshire. [0774

VINTAGE CARS

1926 Citroen 11.9, open, £45; 1951 Standard Little Nine, new hood and side screens, £25; both in very good condition.—Richton, Brailes, Banbury. [8756

VOLKSWAGEN

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele, offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

COLBORNE GARAGE, Ltd. (the Volkswagen People), Ripley, Surrey. Tel. 2561. [0575/R

Volkswagen Cars Wanted

VOLKSWAGEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8465

CLARKE & SIMPSON wish to purchase the best examples.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2351) and Dorset House (Welbeck 7980) branches, have factory-trained mechanics and offer you full service with repair and parts facilities. [8668

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [8505/R

WOLSELEY

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, 12,000 miles, black, one owner.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

CAR MART, Ltd.

1949 Wolseley 21 saloon, radio, heater, 17,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

NEWNHAMS, Ltd.

1950 Wolseley 4/50 saloon, radio, low mileage, one owner; £875.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

TOM GARNER, Ltd., offer:—

1952 Wolseley 4/50 saloon, moonstone grey, radio, heater, etc., B.M.T.A. consent, list price plus handling charge; 3,000 miles only.

TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9265-6-7. [C2029

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, grey, brown leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

1949 Wolseley 6/80, black, 17,000 miles, heater, immac. condition; £750.—Box 2288. [8719

1938 Wolseley 16, to clear; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

BEARTS, of Kingston, Wolseley distributors. Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0085/R

1946 Wolseley 8hp saloon, replacement engine fitted recently, in excellent condition throughout; £450.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2056

PRIVATE, 1948 (Dec.) Wolseley 18 saloon, black, brown hide, accept £550 near; new car arriving.—Box 2319. [8625

1950 (June) 6/80 Wolseley saloon, black, one owner, radio, heater, very good condition; £650.—Box 2285. [8696

1934 mod. Wolseley Hornet saloon, 12hp, good condition, 110.—"Trehaven," Malmains Way, Beckenham, Bec. 4357. [8600

1948 Wolseley 12, one owner, 7,000 miles only on reconditioned engine, coachwork unmarked, a very genuine car; £695.

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1939 Wolseley 25 de luxe saloon, low mileage, £450.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

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725 ams.—Wolseley 6/80, October 1949, saloon, maroon, brown leather, radio and heater, one owner, small mileage, good tyres, exceptional condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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EARLY delivery new Sheerline and Princess saloons, 16hp hire car, from the South London Austin Depot.—Fynn & Stevens, Ltd., 57, Acre Lane, S.W.2. Brixton 1155. [0809/R

BENTLEY

CAR MART, Ltd.,

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [N1039/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 76, Deansgate, Manchester.

PHONE: Blackfriars 4842.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569/R

CRIPPS, of Nottingham, offer early delivery of the following motor cars:—

NEW Bentley Mark VI chassis fitted with the latest H. J. Mulliner lightweight saloon, body finished black with beige upholstery. Enquiries to:—

CRIPPS & Co., Ltd., Lombard House, Parliament St., Nottingham. Tel. No. 46361. [8665

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

BOND MINICAR

BOND MINICAR.—Central Garage, Croydon, distributors for Bond Minicars, offer complete sales, spares, service facilities; demonstrations arranged; part exchanges, terms, etc.—Central Garage, Fell Rd., Croydon 7464. [N1042/R

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Bond Distributors.

1952 Bonds for early delivery; special service department particularly for Bonds, under Bond-trained service manager; spares for all models, free advice to all Bond enthusiasts; apply for demonstration to our new Post-War Car Department.—Kilburn Bridge, N.W.6. Maida Vale 6044 (20 lines). [0850/R

BOND MINICAR distributors; see, try, pay deposit and drive away in the world's most economical light car; all the latest models from £317/6/8 or £99/8/4 deposit, balance over 18 months; exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0632/R

CLAUDE RYE, Ltd., have the 1952 Bond Minicar in stock for immediate delivery, choice of colours, terms 18 months. Pay deposit and drive away! Don't wait for the spring, make sure of one of these now.—Write for catalogue and full details.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [1675

BRISTOL

A.F.N. Ltd.

OFFICIAL Bristol retailers

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42 Hay's Mews, Berkeley St., W.1. Gro. 2565. [0295/R

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0752/R

ANTHONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 2252-3. [0354/R

BUICK

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Resent 7121. [0528 R

CADILLAC

CADILLAC.—Sole concessionaires, Ledrum & Hartman Ltd., Buick House, Albemarle St., London, W.1. Resent 7121. [0526 R

CHEVROLET

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [N1027 R

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ROUNDABOUT GARAGES, Ltd., are in a position to supply one new Citroen 6-cylinder 22hp saloon at manufacturers' list price; immediate delivery.

ROUNDABOUT GARAGES, Ltd., Western Avenue, Greenford, Middlesex. Waxlow 1071-5. [N8058

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DAIMLER Consort; immediate delivery from stock of the new 2½-litre saloon; generous allowance in part exchange.

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DAIMLER.—Coventry & Jeffs Ltd., distributors for North Somerset, South Gloucestershire and Wiltshire; reasonable delivery; demonstrator available; enquiries welcomed.—Bristol 20091. [0665 R

NEW CARS FOR SALE

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SELBORNE (MAYFAIR), Ltd.—Concessionaires for G.B., Brit. Empire, U.S.A.—82, Park St., W.1. [0661/R

DELAHAYE

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FORD

ORDERS accepted for future delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0734/R

ARTHUR E. GOULD, Ltd., main Ford dealers; sale, 4, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheneies St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

FRAZER NASH

REQUESTS for literature and information in respect of the Frazer Nash Le Mans Replica, Mille Miglia and drop head coupe models should be addressed to A. F. N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R

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IN stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery; also Tickford sports saloon for quick delivery.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795-6. [7709

SOUTH WALES.—Mon. main distributors for Healey products; early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20531). [0862/R

1952 Healey with Tickford sports saloon body, maroon and beige trim, for quick delivery.—Full details: Northampton Motor Services, Ltd., Northampton. Tel. 31578 [0058/R

HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411

HUMBER

FOR delivery September.—New Humber 1wb chassis, fitted dual-purpose Tickford de luxe estate body.—Enquiries Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. [N4029

FOR immediate delivery, new Humber Super Snipes, free of Covenant, at new price of £1,292, exchange and hire purchase arranged.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2.

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ENGLAND'S largest Jaguar distributors.

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COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

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SERVICE and Spares department: 21-23, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 9447. [0578/R

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CLARKE'S OF FIRBRIGHT, automobile engineers.—Firbright, Surrey. Tel. Brookwood 2201-2-3. [0279/R

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JOWETT.—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley, Uplands 4812. [0275/R

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JOWETT Javelin de luxe saloon, metallic beige, delivery from stock; £1,204.—Bunting's, Jowett Main Agents, Harrow. Tel. 6825-6. [8536

KINGSTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [0880/R

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JOWETT main agents for Manchester.—Saxon of Jefferies, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Did. 3446, 5340. Spare in stock. [0442/R

WIMBUSH & Co., Ltd., Headford Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sale, Abbey 6896. [0167/R

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercials, spares sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7552. [0504/R

TRINITY CARS, Ltd., Jowett main agents, for early deliveries of Javelins, Jupiters and Bradfords; demonstrators available.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4044/R

EDINBURGH.—Jowett Javelin and Jupiter cars and Bradford commercial vehicles; full range of spares, quick service.—Eastern Motor Co., Ltd., Main Agents, 52, George St., Edinburgh. Tel. Central 6294. [0289/R

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KAISER-FRAZER concessionaires for Great Britain; sales, service, corps diplomatique and U.S. Service personnel supplied direct from U.S.A.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

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WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0045/R

LEA-FRANCIS Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12. Works: 108, Alcester Rd., Moseley, 13. [0791/R

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SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service, Tel. Vig. 4444. [8015

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5556-9. [0562/R

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383. [0898/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

RENAULT

RENAULT distributors for Birmingham.—Henry Garner, Ltd. Showrooms: 221, High St., Deritend, 12. Works: 120, Alcester Rd., Moseley, 13. [0003/R

RILEY

RILEY distributors Wembley and district.—Your enquiries invited.—Montrose Motors, Wembley 2636. [0765/R

RILEY distributors for the West Riding of Yorkshire.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd., Leeds, 2. Tel. 30391-7. [0951/R

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CAR MART, Ltd.,

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OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 76, Deansgate, Manchester.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.

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RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover; distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0856/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists. Alexandra Rd., Plymouth. Tel. 5055. [0901/R

SINGER

ORDERS accepted for future delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0740/R

DISTRIBUTORS for S.M. 1500.—G. E. Lawrence (Motors), Ltd., New Street Garage, Aylesbury. Tel. 568. Early delivery. [0726/R

ALLENS of Bristol Berkeley Square, Bristol.—Distributors for S. Gloucestershire and Somerset; orders accepted for early delivery. Tel. 22514. [8709

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SINGER S.M.1500, blue with blue upholstery, for immediate delivery from stock subject to B.M.T.A. covenant being signed.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [N3010

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K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137-149, Widmore Rd., Bromley, Kent. Ravensbourne 3456-7-8-9. [0020/R

METROPOLIS GARAGES, Ltd., the Standard agents for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0600

STANDARD and Triumph (distributors in Surrey since 1911).—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-4. [0402/R

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

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NEW Sunbeam-Talbot 90 saloon, black with red leather upholstery, for immediate delivery at factory list price.—The Bucks Motor Co., Ltd., Aylesbury 164/5. [8713

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KENTISH & THOMSON, Ltd., offer favourable delivery of new Standard and Triumph cars.—564, Wickham Rd., Croydon. Springpark 5477. [N2047

NEW CARS FOR SALE

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VAUXHALL cars.—Shaw & Kilburn, Ltd. Showrooms:—4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

VAUXHALL

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—157-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021/R

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MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddeley, Triumph and Rover; full sales and service facilities, hire purchase and insurance arranged immediately.—Call, phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 8000. [0478/R

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VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns ($11.75 U.S.) per week, small mileage charge; alternative rates; radio. A.A., R.A.C. Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

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AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Park 5864-5.

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SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0458/R

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UNLIMITED mileage.—Scott cars, 347, Finchley Rd., N.W.3, for self-drive hire post-war cars.—Tel. Hampstead 7779 and 8676.

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ZEPHYRS, Consuls 40/- per day, A40s 30/-, Austin 12s 27 6.—Alliance, 29, Burne St, Edgware Rd., N.W.1. Pad. 2646, 6801. [0457

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered—Brt. 5532; 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R

DRIVE-YOURSELF hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 25, Upper High St., Epsom 9400. [M2001

CHEAPER holidays.—A40 £6 p.w., 210 free miles then 6d per mile; A70 £10 p.w., 210 free miles then 8d per mile; A90 £12 p.w., 210 free miles then 10d per mile.—Truman's Garages, Bay. 6415. [0686/R

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COLLOMS self-drive.—Post-war Humbers and Austins, 5-seater saloon, 12gns per week including insurance; unlimited mileage, no extras; summer period June to September, 15gns.—Maida Vale 5154 and 5655. [M1055

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NEWTON shock absorbers, pioneers of tubular hydraulic suspension control; conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

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NEW clearance tubes, 4.00×18, to clear at 6/6 each, postage and packing 1/3

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TYRES AND TUBES

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TYRES, sound, part used; car sizes, 550 to 500, 33/-; 525 to 600, 29/-; 625 and over, 45/-; carriage included. quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days; cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0163/R

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VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [0395/R

Tyres Wanted

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WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 141, Badminton Rd., Downend, Bristol. [6535

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SAFETY glass replacements for all cars, replacement frames Austin 7 and Ford 8 and 10 in stock.—Precision Glass, Ltd., Market Way, Wembley. Tel. 5155. [0745/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

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KENT.—Automobile and agricultural agents and engineers' business, occupying prominent corner site close to New Romney; site area approx. 12,000 sq. ft., covered area about 4,500 sq. ft. including garage/workshop, showroom, 6 lock-ups (all let) etc.; also residence of 3 bedrooms, etc., and plans passed for erection of further workshop; 4 electric petrol pumps and comprehensive equipment; also hire car, petrol sales averaging 56,000 p.a., turnover 1951 approx. £26,000; due to ill-health quick sale desired; price freehold £14,000 (or near offer); all s.a.v.

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APPLY: The Garage Dept., Goddard & Smith, as a above. [8641

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SOMERSET.—Main road.—Excellent small repair garage with car hire service held on renewable lease at low rent; price for ingoing only £1,250.

ESSEX.—Important corner position, old-established automobile, marine and general engineering business; excellent house adjoining; freehold, goodwill and equipment, £6,000 s.a.v.

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WEST Country town.—Old-established engineering concern with two main distributorships; freehold, goodwill and equipment, £20,000 s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son and Wing as above. [M2021a

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RESIDENTIAL farming estate close to Silverstone race course, with or without land, excellent residence in secluded grounds, easily converted to hotel; new buildings, garages, etc.—Box 2252.

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SUSSEX country garage, pumps, workshop, showroom, office, excellently equipped; flat or rooms; bungalow, 4 rooms, bathroom; audited trade £10,000; retirement; £6,250 freehold.—Rumsey & Rumsey, Bournemouth. [9749

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NW. London.—Garage filling station on main road, garage 20, forecourt, 4 pumps selling 1,200 gallons weekly, full equipment, leasehold 20 years, rent £650 p.a.; price £6,000.—Church, Howard & Hills, Ltd., 59, Kew Rd., Richmond. Ric. 2351-2-3.

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HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0085/R

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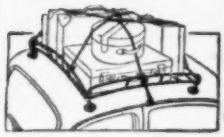
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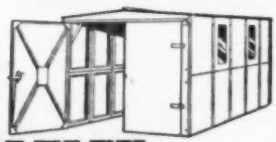


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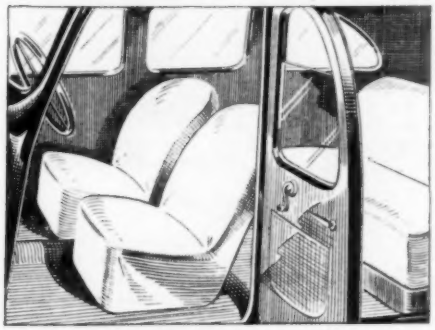
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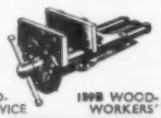
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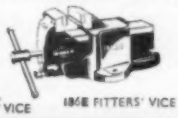
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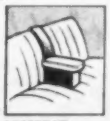


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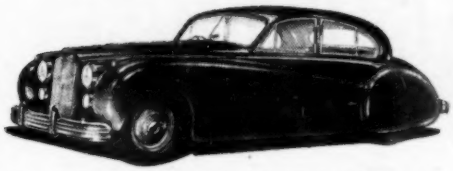
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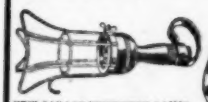
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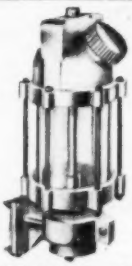
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